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379 • January 2005
Easyriders®
No Downtube Chopper
INSIDE: Mitch Bergeron's *Biker Build-Off* Chop
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Big Dog Bulldog Test Ride
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TakingItEasy

Here are some ice cream flavors from Japan: spinach, garlic, tomato, seaweed, oyster, red wine, goat, chicken, lettuce and potato, wheat, shark fin and something called **"raw horse flesh."** Each flavor's package is said to be shown mouth-wateringly photographed. (Mouth-wateringly?)

Two men are arrested and charged with robbing a bank. They were done in by a glitch in their getaway plan. They had **hopped on mountain bikes** to make their exit (which bank robbers have used with success in the past). But they were apparently unfamiliar with the concept of a gearshift and both men rode away in first gear (or perhaps second), so slowly that one witness followed them easily on foot and a bank guard got close enough to shoot one of them in the arm.

Fresh from our "Cat Shit Coffee" File: There's an ultra-expensive coffee called Kopi Luwak which is derived from beans that have been **eaten and excreted by civet cats** in Indonesia. Now here's the journey the beans take through the civet's body. First, the civet instinctively chooses the ripest beans. Then digestive biochemicals penetrate the outer layer of the bean as it passes through the GI tract. Internal fermentation by digestive enzymes adds a unique flavor ("earthy, musty, smooth and rich with jungle and chocolate undertones"). Also, proteins are leached out during digestion, thus removing a source of the coffee's bitterness. (Now here's my question: What does a "jungle undertone" taste like?)

Police found all three staff members asleep at the Sunrise Senior Living Facility. They had slept through the buzzing call button, several telephone calls, and a police siren. The supervisor had to be nudged awake despite **the burglar alarm** blaring just 10 feet away. And one patient had fallen out of bed and couldn't get up—another called 911 to tell police there was no one there to help with his catheter.

Another example of our well-spent tax dollars at work: A union local filed a grievance against a mayor for violating the city's labor contract by personally doing the civic task of reaching down into a storm drain and repositioning the drain cover which the mayor had noticed had become dislodged. According to the union, if a cover comes loose, the city is required to call out **exactly four union employees,** three of whom would get time and a half and be guaranteed four hours work. The union president said, "It's not about the money; it's about our work." (Yeah, right.)

They had an argument that got so heated that he hit her with **his pet alligator** he kept in the bathtub and just for good measure threw beer bottles at her too. Now that's mad!

Our litigious society is spreading. Sheik Buddy Rasheed who was the mayor of Bassilya, Jordan, told reporters he wanted to **sue Bill Clinton** for naming his dog Buddy which has caused Rasheed a loss of prestige locally, but that he was having trouble finding a lawyer to take the case. (Hmmm, I wonder why.)

A surgeon whose medical license was revoked in 1977, but who continued to practice on the dark side, was convicted of second-degree murder for a botched operation that brought to light the rare malady of apotemnophilia. Those afflicted—there are fewer than 200 people worldwide—get **sexual gratification** by having an arm or leg removed. The Internet underground had spread word of his willingness to perform the surgery without asking embarrassing questions such as "why?"

A woman felt **a mysterious bump** as she was pulling out of her driveway. So to determine what it was, she drove over it again, and then a third time. Lo and behold, it was her 3-year-old son who, fortunately, had only a broken arm. (I guess it didn't occur to her to get out and have a look-see.)

It seems that, through the years, Oklahoma is one of the least friendly states for criminals. In 1996 two convicted rapists were re-sentenced by a jury after an appeals court said their original sentences totaling 6,475 years were based on faulty jury instructions. Now that they had the proper instructions, the jury then tacked **an additional 260 centuries** (yes, c-e-n-t-u-r-i-e-s) onto the sentences: a total of 21,250 years for one and 11,250 for the other.

He wanted to rob a bank so he went to the nearest bank where he became confused because there were no tellers. So he handed a security guard his note which read: "This is a bank robbery of the Dallas Federal Reserve Bank, of Dallas, Texas, give me all the money. Thank you, Ronnie Darnell Bell." The guard pushed a silent alarm while the oblivious robber chatted amiably, telling the guard that only minutes earlier he had tried to rob a nearby Postal Service office but that **"they threw me out."**

There was a 3,100-mile endurance race that a runner from Hungary won (it took 47 days running from 6 a.m. until midnight and took place on the concrete grounds of a New York school, circling the facility about 115 times every day). One runner said, "To me, what the race is all about is the blossoming of the human spirit, but according to the wife of another runner, **the runners are "nuts."** (We'd have to agree with her.)

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 379 • JANUARY 2005

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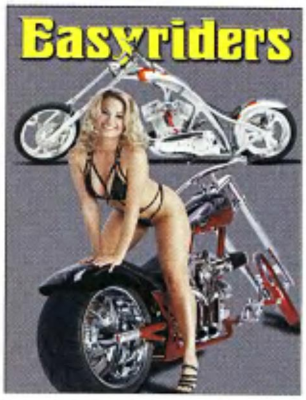

Charlie Stiles' Cannon Chop shot by Michael Lichter. Pitbull Chopper and the sexy Sasha by Don Rogers. Special imaging by Mark Evangelista.

The next liver-quiverin' issue goes on sale January 4th, 2004. **Printed in the USA.**

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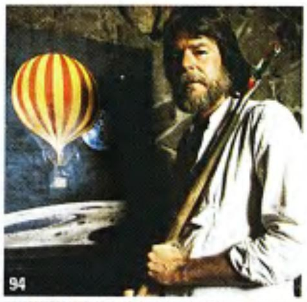

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WordMonger

Outrage

Love the mag and the stories and pics from various rallies around the U.S. A real fun read and I'm glad I subscribe.

But I have to share a feeling of total repulsion and outrage at the inclusion of the picture of the guy from Watauga, Texas, in "Readers Rides," Page 157, in the October issue. There is nothing in this world that would justify wearing a T-shirt with Manson's picture on it—and the wearing of it alone sinks to a new low in the "creep factor" of an individual. But why *Easyriders* felt the picture had to be included in the mag is beyond explanation. There is no bike so unique and special that would justify including that picture—would have been much better just to forget including that character and his bike totally.

Sorry, the outrage rose so quickly. I just couldn't let that go. Other than that, many thanks for a fun read.

Don Albert
Chicago

Remember when bikers used to wear T-shirts with Iron Crosses, Swastikas and other Nazi symbols just to mess with the straight citizens' minds? Maybe the Manson T-shirt is just a mind fuck.

Kudos For Michael

I've been pursuing the photography (in your publications) displayed by photog Michael Lichter—no shit, he's good! You folks are lucky to have him doing your photo-journalism—he certainly tells the story with his pictures.

For a lifetime I've done two things professionally: one is photo-journalism, won several awards, published throughout the world over the wire services. As a pro photog, I have to hand it to this guy—nice shooting!

Since I don't see much said about him from the readers, I hope this little note brings some of them out of the woodwork with some kudos for Michael.

Someone Out There
Cyberspace

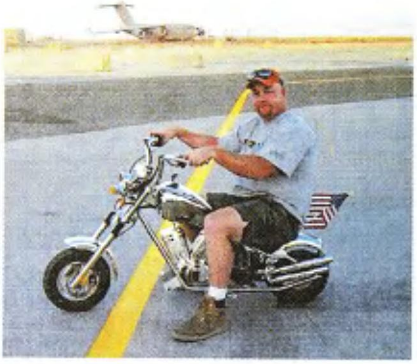
We'll pass Mike some raisin pie.

Ridgeback Choppers

Mr. Hempstead is slightly off his geography. The dog in question is actually a Rhodesian Ridgeback developed in the late 1800s in Rhodesia (now called Zimbabwe) to be used as a safari dog to go after wounded lions in the bush. They get their name from a line of hair along their spine that grows in the opposite direction to the rest of their coat. They're great dogs. Ferocious on the hunt but tame and obedient at home.

Kenny Mofield
Cheyenne, Wyoming

See? Easyriders is damned educational!



Greetings

Greetings again from the land of never-ending sand. I had forgotten to send you a picture of Jim on the bike with the first e-mail I sent. If, by chance, you decide to use the e-mail or pics, would you please include ol' Jim? He sure would get a kick out of it.

Thanks. Keep up the great work, and we'll keep freedom alive over here!

Toby Long
Kuwait

You and ol' Jim be sure to come home safe.

Laconia

Bill from Dallas (August issue, Page 7) complained about Daytona.

Well, bro, I have never been to Daytona Bike Week and just listening to and reading about all the crap that goes on down there will keep me from going. But I do go to Laconia Bike Week in New Hampshire.

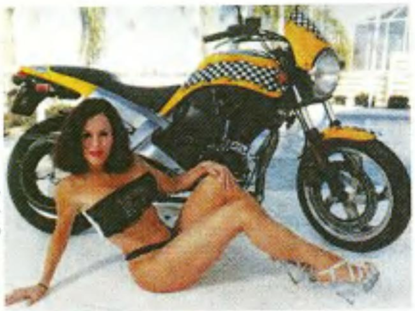
Now you want to go to a Bike Week and have nothing but fun and be welcome by all, including the state, county and local PD? Laconia Bike Week is the place you want to go.

This year was Laconia's 81st, and I know for sure that the 82nd is gonna be even better.

But let me tell you now so you have plenty of time to decide. The 82nd is

being held from June 11 through the 19th, 2005, and as long as no one goes to look for problems, there are none. Everyone is there to have fun and enjoy themselves. The law officials are there to keep peace, and they do a damned good job at it. Go with the intention of having a great time and believe me, you will. The rates are reasonable too.

Fred
Upstate New York



E.W. Photography

Girls Ride Too

Please someday do a story on a girl who rides. This is my H-D Buell, and I'd love to tell you about how I designed my bike and about my love of the road. I'm a true road racer and would love to see more women in control of their bikes. It's the most fun I've ever had!

Lauren Ann Walsh
Longboat key, Florida

Many of our True Road Tales come from women who ride. Why not write about one of your more enjoyable rides, Lauren. Your story might just end up in print in this rag.

Apes

A few buddies of mine and I have just started running apehangers on our bikes. I put 16 inches on my 100th anniversary Fat Boy. Now everyone is telling me that the cops can get me because of them. What exactly is the law on handlebar height? Not only here in South Carolina but all along this East Coast I ride on?

David Rainwater
Cheraw, South Carolina

Many states enforce a law that handlebar grip height can't be at or above your shoulder when seated on the bike. To make sure, before you head out on a ride, check out Amadirectlink.com. There you'll find what you're lookin' for.

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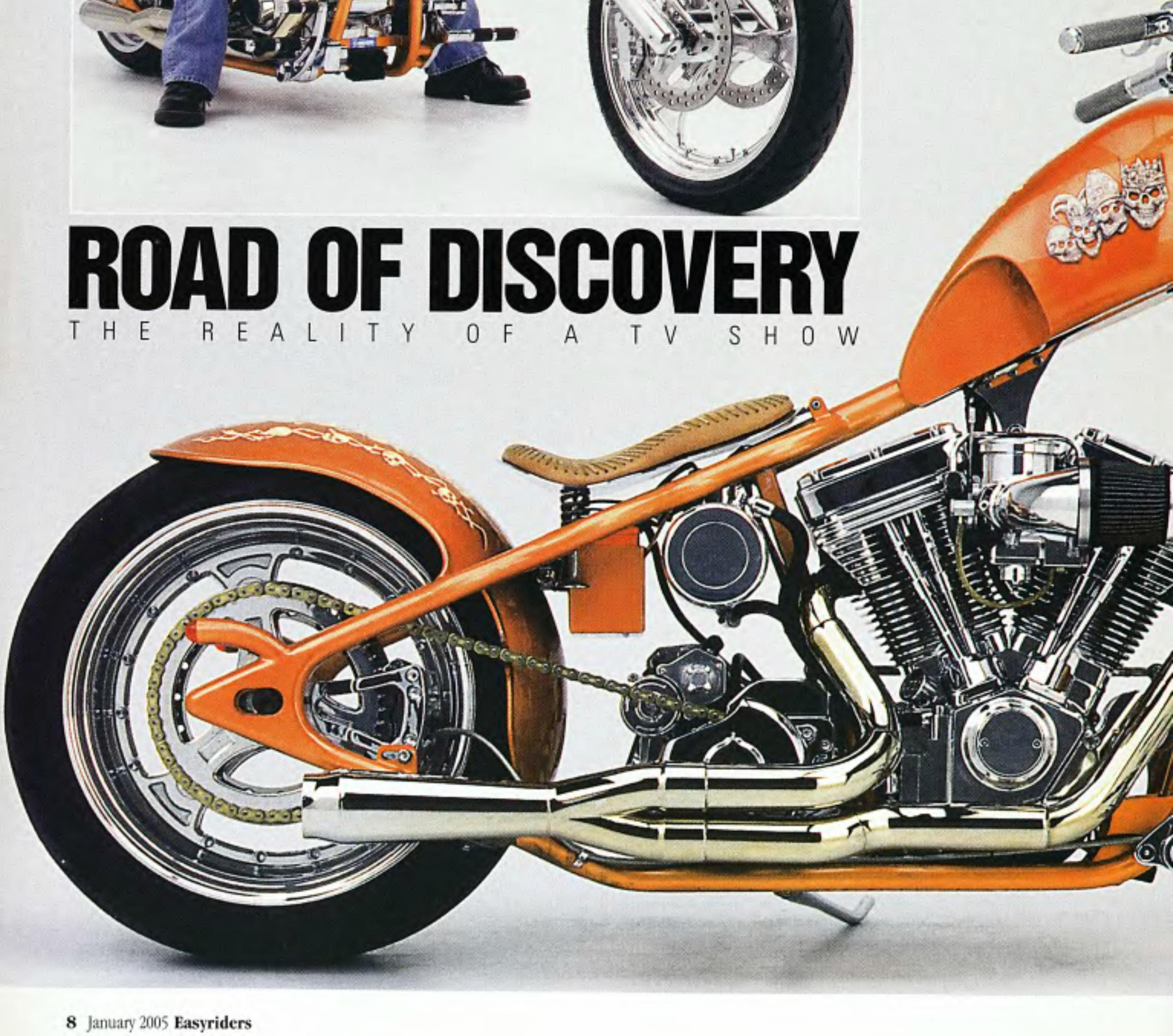
ROAD OF DISCOVERY

THE REALITY OF A TV SHOW



"I was really excited when someone from the Discovery Channel called and said I was picked as one of the contenders," Mitch Bergeron says about his adventure as one who competed in the television channel's well-known *Great Biker Build-Off* series. Mitch hesitates a minute. "Until they told me how much time I had to finish the project!"

The folks at the network did, however, give Mitch a few months leeway to order parts and get ready. "But it also gave me some time to have custom wheels made and do what I wanted to do," he says. "The fun part about this project was that I built the bike for myself, I didn't have a client for it, so it's my taste, my kind of motorcycle."

The folks at Original Productions who produce the series gave Mitch 30 days in which to complete the bike at his shop in Thousand Palms, California. But, he recalls, "It all had to be done in front of their camera, so you really only have half of that time. We could only work on the bike when they were there, and they would come and go a lot."

One of the concessions Mitch got was that he could build his frame before the show started, so he built it and attached the billet piece—which the folks at Ego Tripp made for him—to the downtube as cameras started rolling. The wheels are also from Ego Tripp, but Mitch had designed them.

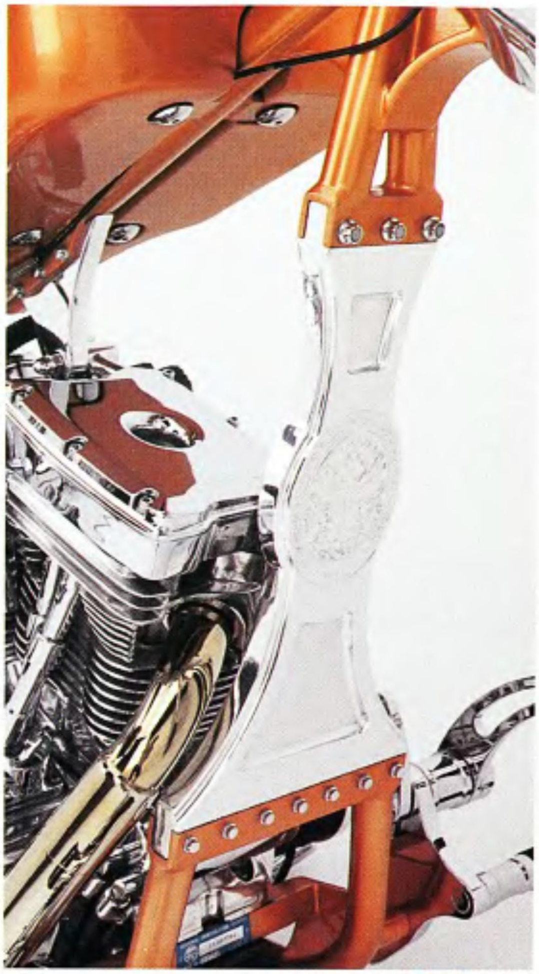
"I probably spent more time on design and fabrication than I should have," he says, "but I didn't want any stock stuff. I also built the seat pan and incorporated little valves and valve springs in the seat, something most people don't notice."

Additionally, Mitch fabbed his own bars, stainless steel exhaust pipes, rear fender, gas and oil tanks…just about anything he could. "I'm basically a one-man shop, when it comes to fabrication," he says, adding that he did have some help from good friends with the final assembly, folks like Chris from H-D Connection USA and his pals Dennis, Greg, Jay, and Ryan, while Mitch's wife, Natalie, "supervised and rolled her eyes a lot," he laughs.

Stan Howton in nearby Banning, California, molded everything and laid on the base and clear-coats, while Fitto "The Madman" flew in from Montreal and added the awesome airbrush. The finished bike, Mitch says, rides like a stock Sportster. "It weighs nothing, it's perfectly balanced, it handles great…it's a blast to ride."

Television viewers watched as Mitch's bike broke down three times on the way from New Orleans to Kansas City, where the winner was declared. The problem was that the roads were so bad, the plates in the batteries kept breaking. "I had to use three different batteries," Mitch says. "The bike itself ran great, the motor was smooth with tons of torque and lots of pull."

At the Easyriders Bike Show in Kansas City, the audience had to make a tough choice between Mitch's entry and the beautiful low-slung chopper Kendall Johnson had built. The decision couldn't have been an easy one…but you are looking at the winner. *—Red Baron*



General

Owner: Mitch Bergeron
Designer: Mitch Bergeron
City: Thousand Palms, California

General

Fabrication: Mitch Bergeron Customs
Year and make: 2004 Special Construction
Model: Discovery Special
Assembly: Mitch Bergeron
Time: 21 days
Chroming: Precision Plating

Engine

Year: 2004
Model: Ultima
Rebuilder: Mitch Bergeron Customs
Ignition: Crane
Displacement: 127 cubic inches
Lower end: stock
Balancing: stock
Pistons: stock
Cases: stock
Heads: stock
Cam: stock
Lifters: stock
Carb(s): Carl's Speedshop/Typhoon
Air cleaner: Carl's Speedshop
Pipes: Mitch Bergeron Customs

Transmission

Year: 2004 Baker
Modifications: none
Shifting: 6-speed

Painting

Molding: Stan Howton
Painter: Stan Howton/Fitto
Color: tangerine
Type: Xotic

Frame

Year: 2004
Builder: Mitch Bergeron Customs
Type: rigid
Rake: 52 degrees
Stretch: 6 up, 3 out
Shocks: none
Other modifications: billet downtube

Accessories

Bars: Mitch Bergeron Customs
Handlebar controls: Hurst
Fender(s): Mitch Bergeron Customs
Headlight: small
Taillight: limp
Speedometer: none
Pegs: Accutronix
Gas tank: Mitch Bergeron
Oil tank: Mitch Bergeron
Oil system: MidWest
Primary cover: Karata
Seat: Danny Bernier
Mirrors: Wicked Image
Grips: knurled

Forks

Type: Wide Glide
Extension: 18 inches over
Builder: Maximum Metalworks

Wheels

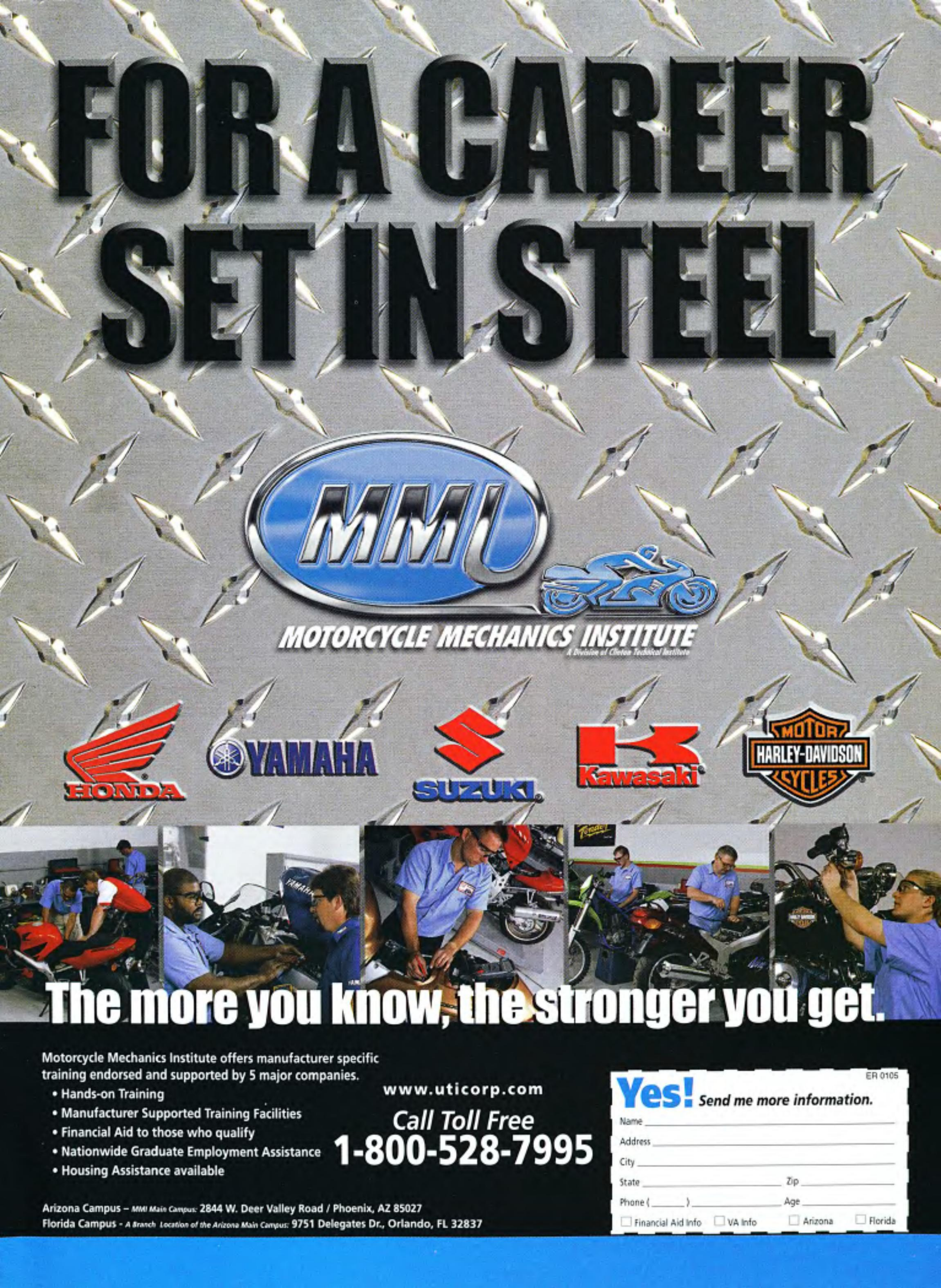
Front

Size: 21 inches
Hub: Ego Tripp
Tire: Metzeler
Brake: Hawg Halters

Rear

Size: 16 inches
Rim width: 4-inch
Tire: Metzeler
Brake: Hawg Halters

Photography: John Wycoff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SUPERTRAPP'S NEW DRAG PIPES FOR SPORTSTERS

SuperTrapp's Mean Mothers drag pipes are now available for '04 and '05 Harley-Davidson Sportsters. They offer distinctive looks and sound quality with a stepped-header design. SuperTrapp says the pipes also beat out the competition in the performance category with up to 12% added horsepower. The chrome-plated 2.5-inch outer pipes have 1.75-inch stainless steel inner pipes that step up to 2.25 inches for outstanding performance results. Unlike other drag pipes on the market, the stacked 2.5-inch pipes mount diagonally to the frame, giving the Mean Mothers drag pipes a distinctive offset look.

The Mean Mothers drag pipes for Sportsters feature rolled-edge stock end caps, and come with two optional end cap designs (slash cut and turned down) that rotate up to 90 degrees to create a variety of looks. Mean Mothers' heat shields now come pre-installed, as are the optional baffles.

The staggered Mean Mothers for the '04 and '05 Sportster (PN 138-72200) retails for $574. Call SuperTrapp at 216-265-8400 for more information or log on to www.supertrapp.com .

RC COMP'S SINGLE-SIDED 240 SWINGARM KIT

RC Components has recently released an innovative wide-tire kit for the '02-and-up Harley Deuce. This kit converts the original Softail-style rear end of the Deuce to allow mounting of a 240-series rear wheel and tire combination with a single-sided swingarm. The kit ships complete with a specially designed single-sided swingarm, offset kit, 18-x-8.5-inch rear wheel, pulleyrotor, 240 Metzler tire, rear fender, license plate with brake light and rear steel-braided brake line. RC Components' kit ships ready for installation on all stock frames.

For more information contact RC Components at 270-842-6000 or click on www.rccomponents.com.

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R&R crankcases are made from 6061-T6 double-wrought billet. They feature a Timken bearing on both sides of the crank along with an aircraft-quality ball bearing on the pinion side. This ensures rock-solid crank stability, R&R says. Crankcases are available in either 3/8-inch or 1/2-inch offsets, and 1 1/8-inch deck height. They can be ordered for any custom bore and bolt pattern or they can be ordered for stock R&R cylinders.

Call R&R Cycles Inc. at 603-645-1488 for more information or look them up on the Web at www.rrcycles.biz.

PAUGHCO'S NEW ROUND CHOPPER OIL BAG

Paughco has expanded their line of custom and OEM-style oil bags with the release of this new round chopper tank. Designed to be used with Softail and rigid 5-speed applications using Paughco brackets, the new tanks combine the best of traditional and contemporary chopper styling. Measuring 6 inches in diameter and 11 inches in width, the tank features an integrated mounting platform to accommodate stock-sized batteries. Fabricated from 16-gauge steel and finished in Paughco's in-house chrome plating, the tanks carry 3.5 quarts and are supplied complete with top fill, thread-in cap.

For complete details call 775-246-5738 or visit www.paughco.com.

WELD'S FLARE SERIES WHEELS

Weld Racing Motorcycle has a new line of billet wheels called the Flare Series. The wheel featured here is the Forgewire, a 1-piece billet wheel that has a built-in hub. The integrated hub is believed to greatly reduce the run out in the wheel, to reduce weight and allow the design to continue onto the hub face of the actual patent-pending wheel itself. The Flare Series wheels will have much more dimension to them and will appear to have a 3-D effect, Weld says.

Greg Weld, CEO of Weld Wheel Industries has been the driving force behind this new series of wheels. "We have always been an innovator and leading force in all of our other market segments," Weld stated, "and this same philosophy has been applied to our motorcycle division. Everyone with a CNC machine can make a wheel, but it takes a 'family' of experts to design something that hasn't been seen yet."

Manufactured out of premium, virgin aircraft-quality aluminum and backed by a lifetime-structural and a 5-year warranty on chrome wheels, the Flare Series wheels are only available for post-2000 models.

The wheels come in the following sizes: 18-x-10.5-inch, 18-x-8.5-inch, 18-x-3.5-inch, 21-x-3.25-inch and 21-x-2.15-inch. Please call 866-753-4289 to receive both of Weld Racing Motorcycle's newest catalogs featuring their complete line of wheels, rotors, pulleys and sprockets or visit their Web site at www.weldmotorcycle.com.

MORE SECURITY FOR H-D ULTRA CLASSICS

eGlideGoodies introduces the GD-1, lockable glove box doors. Like storage options on other premium touring motorcycles, the GD-1 lockable glove box doors allow you to securely store valuable items where you can quickly get to them. The hinged design allows convenient, quick and easy access. You'll no longer have to stow small but valuable items in the tour-pak or saddlebags when you park your bike. The kit comes complete with doors for the right and left sides that incorporate H-D style chrome barrel locks that look just like the Electra Glide ignition, tour-pak and saddlebag locks. The door assembly is made of aluminum with sturdy stainless steel hinges and is finished with a wrinkle black powdercoat for a durable finish that goes well with the bike.

For riders wanting up-front CD storage capability as well as security, the GD-1P option allows eGlideGoodies' customers to add one lockable glove box doors and one CD storage pouch in a single kit.

For more info, please check out www.eglidegoodies.com or call 760-753-4642.

THE DETROIT BROS. BAD INTENTIONS OIL TANK

Detroit Bros. says they make good parts for bad people. Most of the original components offered by the manufacturer have a very industrial look that can appeal to builders of hardcore choppers and streetfighter bikes. One of these savage components is this aggressively shaped oil tank that looks like a hazardous materials container. The body of the tank is sealed and different end caps can be used to decorate it. Included with the standard Bad Intentions tanks is a pair of black powdercoated aluminum end caps featuring black rubber spike insets and riveted, polished aluminum plates. Holding approximately 4 quarts of oil, the Detroit Bros. Bad Intentions oil tank retails for $749.99. Mounting brackets are not included.

Call 866-DET-BROS for information or browse the Detroit Bros. Web site www.detroitbros.com to see more of their bold designs.

STAINLESS FENDER LUGGAGE RACKS FIT '86-'03 SPORTSTERS

Constructed entirely of SS304 stainless steel, this stylish fender luggage rack might be small in size but it's also designed to give you additional carrying capabilities. The convenient fender rack is made to mount directly to the rear fender of '86-'03 Harley Sportster bikes and comes polished to a mirror finish. There are three styles to choose from, including flame, Maltese cross and skull and bones.

The stainless steel fender luggage rack for Sportsters retails for $191.95 and is available from Drag Specialties. See your dealer sales representative or log on to www.dragspecialties.com.

SPADE'S NEW ATTILA FORK CLAMPS

Attila is the name of Spade's newest fork clamp model. The manufacturer says Attila clamps will add aggressive attitude and a unique look to any motorcycle compared to the standard smooth profile clamps found on most bikes on the road today.

"When we design our parts, we want them to reflect an aggressive, more rebellious attitude," said Chad Petit, chief designer at Spade. "The more a bike can look like a rolling weapon, the better."

Features of the Attila clamps include a spiked wing profile with a raised tribal design. It's available in 0-, 3-, 5- and 7-degree rake configuration for 41mm wide track applications.

Clean, flush-mount hardware is standard, along with hidden stainless steel cam locks, flush-mount bolts and flush-mount bar mounting system. Machined from 6061-T6 aluminum, the fork clamps are drilled and tapped for fork stop and brake lines.

Spade insisted on pricing their product significantly lower than the market and offers the Attila fork clamps for $499.95 in polished version and $599.95 chromed.

Spade also offers a complete line of billet parts, including belt drives, fork clamps, fork braces, and multiple stock wheel designs. In addition, Spade also features a complete line of men's and women's apparel for riding and casual wear.

For more information on Spade, visit their Web site www.spadebrand.com or call 888-50-SPADE.

GP100 INTERNAL THROTTLE KIT

GP Designs says their internal throttle kit has some of the smoothest action on the market. It features 160 degrees of twist and has twin-needle rolling bearings for smooth action, and no drag. The internal throttle kit comes complete with a hardened case for long-lasting use and is also available with GP Designs grips. There are no setscrews for a smooth, clean look.

Go to www.gpdesigns.net to find out more about GP Designs and their products or call them at 866-356-2464.

LEGEND AIR SUSPENSIONS

Independent Cycle Inc., manufacturer of the award-winning Legend Air suspension, introduces their new L3 and L9 air suspension systems for Softails, available for the 2005 season. These patented, new suspensions feature the exclusive Gates Rubber Co., patented Kevlar/Rubber air bag technology. Along with deflective disc dampening and less friction, this ride is comparable to no other, Legend Air tells us.

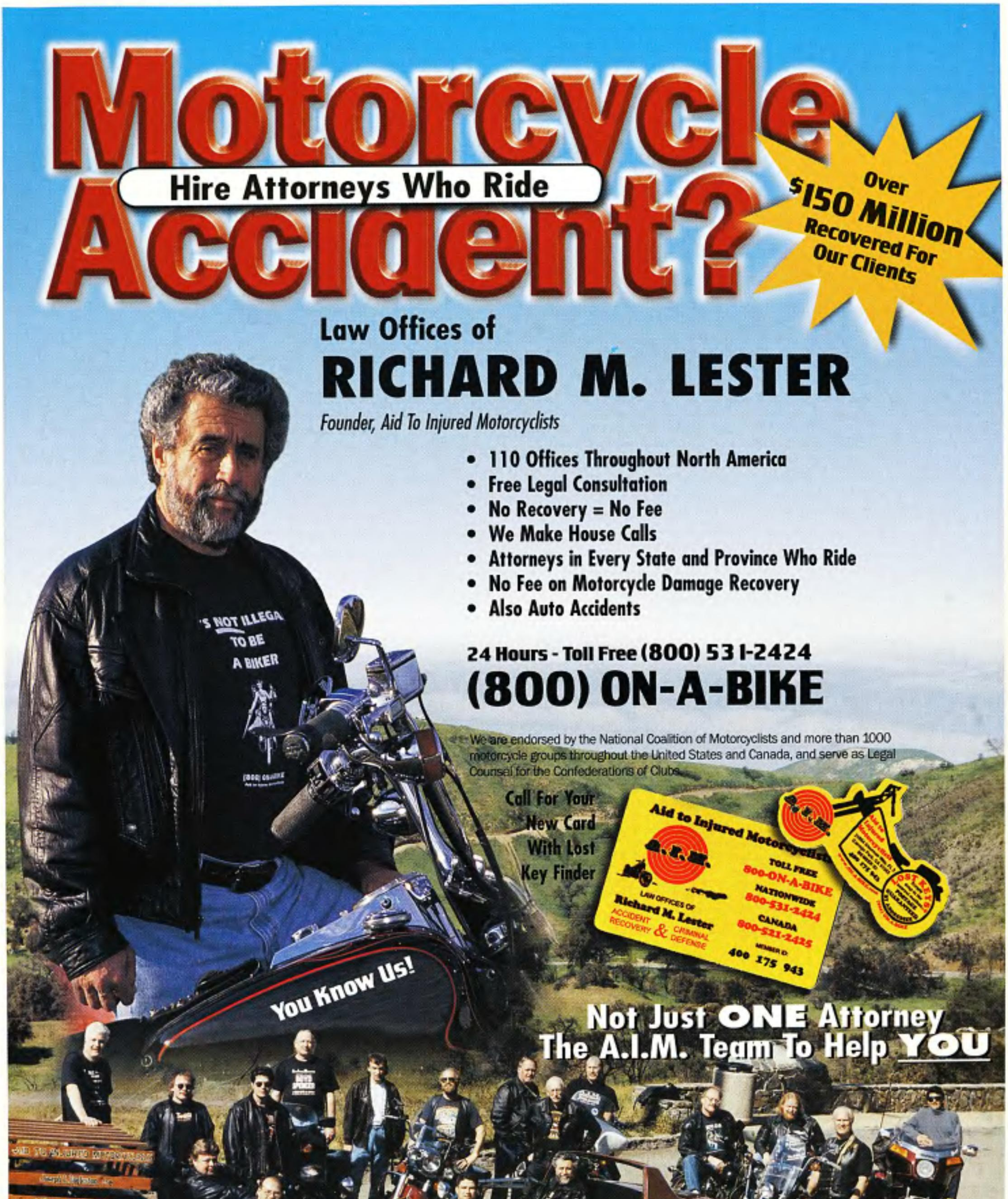
The L3 and L9 air suspensions come complete with air compressor and solenoid valve, rocker box, pressure gauge mount and all necessary hardware for an easy installation in the stock location.

Legend Air says that creation of the L3 and L9 air suspension systems grew out of customer requests for a tight, sleek, flush-mounted suspension. Now it can be enjoyed by the daily rider and the radical builder alike and has a travel of 3 inches at the rear axle. Call 605-737-4200 or e-mail info@legend-airride.com.

RMD BILLET 3-PIECE WHEELS

RMD Billet considers a motorcycle to be an expression of design, desire and speed. All of the company's billet motorcycle components, including their 3-piece wheels, are CNC-machined in-house to ensure they embody that mission statement. The wheel centers are made from 6061 billet aluminum. The centers mount on any of RMD Billet's house designs or can also be customized with your own design. The 3-piece wheels come fully assembled with all the necessary hardware including hubs. Rear wheels are available in 18-x-5.5-inch to 18-x-11-inch and front wheels are available in 21-x-2.5-inch sizes. The wheels are offered in polish, chrome, anodized or powdercoat finishes.

Contact RMD Billet at 507-348-8877 or see their Web site www.rmdbillet.com.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NCOM

LOOSE CANNON'S "NO DOWNTUBE" CHOPPER

SOMETHING MISSING?

Almost got by you at first glance, didn't it? It was probably the long, low and sweeping lines of this bike that got your attention first, the elegant simplicity of it all. But if this one caused you to do a double take, snap your head around in a classic "what the hell?" expression, you're not alone.

Charlie Stiles' Loose Cannon chopper is extra-clean looking and extra-simple in appearance, no question, but the big reason for all that is its revolutionary frame. There's no downtube here. None, nada.

Charlie is a relative newcomer to motorcycles. He started building bikes about four or five years ago. Before that, however, Charlie spent decades fabricating street rods, restoring Corvettes and crafting award-winning and world-championship free-flight model airplanes. He even built full-sized prototype experimental planes, the kind that

show up every year at that giant Oshkosh fly-in.

"And when I turned my attention to bikes," Charlie says, "I called on all that experience and right from the start my focus was on a no-downtube frame. Using aircraft technology and building methods, I felt it could be done." Well he did it. This silver-and-flamed creation is Charlie's second version. "I'm still perfecting the design," he says. "I want to make it stronger and even more flex-free. The goal is to someday soon be able to offer these frames for sale."

Charlie brought this bike and the design behind it, to Sarasota, Florida. He moved to the Gulf Coast from Lansing, Michigan, where all this started about two or three years ago. "I got the idea for this frame design directly from the experimental planes we'd build for Oshkosh" he says. "It's patterned after a wing-spar configuration. A pair of tubes with sheer webbing on each side is basic airframe design, tweaked for this motorcycle. It's almost an I-beam structure," Charlie explains, "and it's plenty strong."

This silver-and-flamed bike has its backbone made up of thick DOM tubing that blends into a 2-inch piece of DOM

tubing at the bottom. There's a slice joint just below the rear cylinder head. All the tubing, from the neck right down to where the rear tubes meet the lower rails, is sheeted with 0.030 steel plating and on this version the engine oil is carried inside the backbone. And it's still a work in progress.

"The next version," Charlie explains, "is comprised of a pair of 2-inch tubes coming back off the neck. They're welded together at the rear, around the seat, but they're spread apart—about 5 inches—where those two tubes join the neck." To add even more strength Charlie will fill each tube with carbon fiber and epoxy.

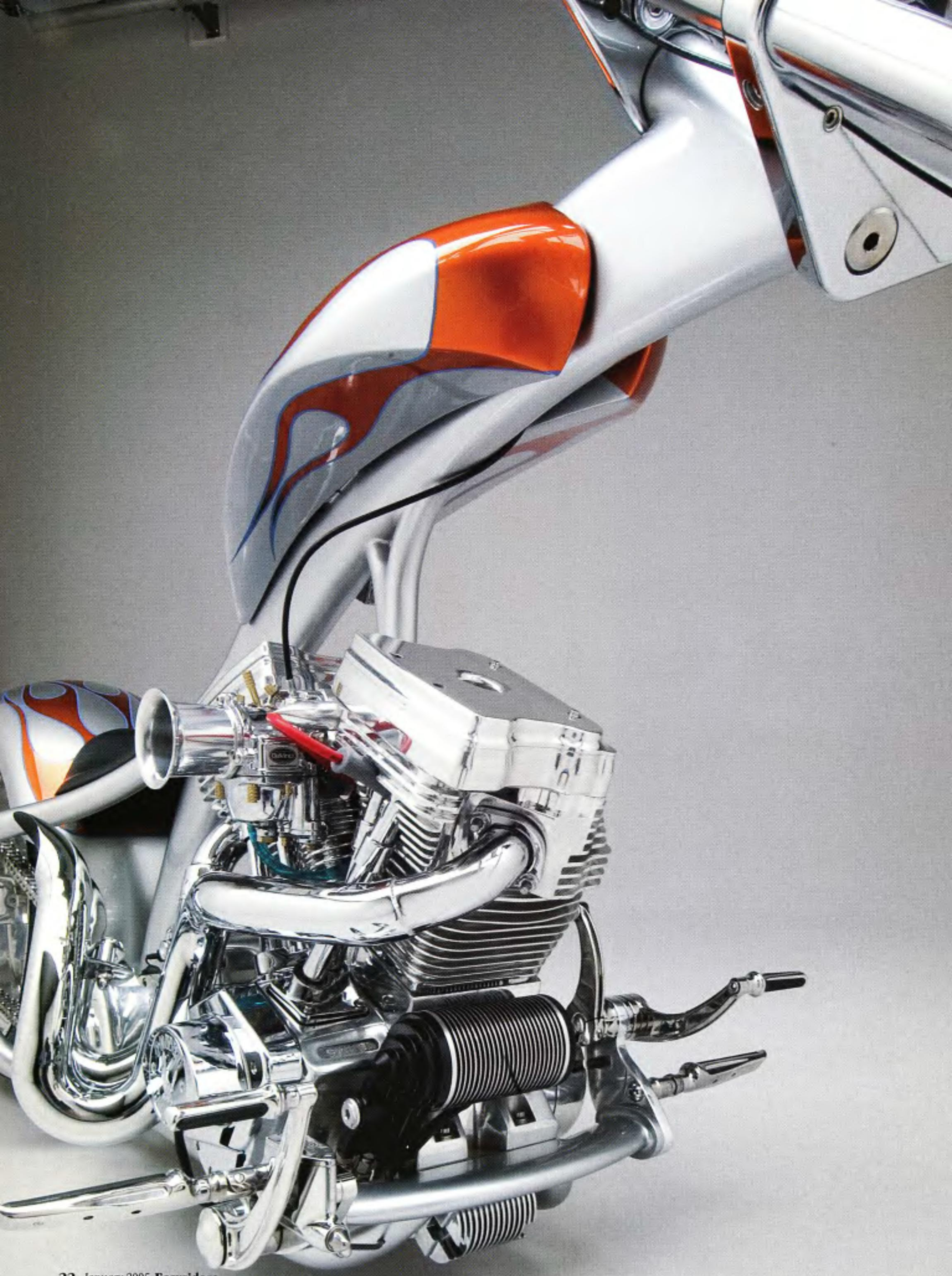
"But it's already a smooth-riding and virtually flex-free assembly," Charlie claims. "It's just going to be better." To prove his point, Charlie's ridden this Version 1 bike hard and he did it with the top motor mount disconnected, removing the engine from any stressed-member support role. After a half-hour of riding, banging gears and accelerating hard, nothing shifted or moved. Charlie says every critical dimension remained unchanged.

Running down the spec sheet verifies that Charlie probably isn't kidding when he says he's ridding this bike with a vengeance. It has the parts to do it, beginning with its MID-USA Powerhouse 114. That engine is coupled with Bert Baker's latest 6-speed, a drop-starter/slam clutch transmission and primary combo.

The rest of the build sheet is equally impressive, going on to list things like Xtreme Machine wheels, a Perse Performance fork, and detail work by Bowen Racing, a world-class force in nitro-powered drag racing. The sheet metal, or at least what there is of it, is special, too. Take special note of that gas tank made by Charlie's buddy, Darrian. It is truly a piece of art.

But then, so is this whole motorcycle. And as artistic as it appears, Charlie Stiles is determined to make it all as functional as it is good looking. Just like an airplane. Interested? Give Charlie a call at 941-400-8256, or click over to his Web site at www.loosecannonchoppers.com

—Joe Kress



Owner: ..Loose Cannon Choppers
City: ....Sarasota, Florida

General

Designer: ....Charlie Stiles
Fabrication: ....Loose Cannon Choppers
Year/make: ....2003 Special Construction
Model: LLC2
Assembly: ....Loose Cannon Choppers
Time: ....21 days
Chroming: ....Adams Plating

Engine

Year: ....2003 Powerhouse
Rebuilder: ....MID-USA
Displacement: .... 114 cubic inches
Ignition: ....MID-USA
Cam: ....Comp Cams
Carb: ....S&S Super G
Air cleaner: ....Loose Cannon Choppers
Pipes: ....West Coast Choppers

Transmission

Year/make: ....2003 Baker D.S.S.C., RSD
Shifting: 6-speed

Painting

Molding: Loose Cannon Choppers
Painter: ....Mike Kukla
Color: ....silver
Type: ....PPG/House of Kolor

Frame

Year/make: ....2003 Bower Racing/LCC
Type: ....no-downtube hardtail
Rake: ....43 degrees
Stretch: ....3-inch front/2-inch rear
Shocks: ....none

Accessories

Handlebars: ....Loose Cannon Choppers
Risers: .. Loose Cannon Choppers
Handlebar controls: ..Performance Machine
Fenders: ....Fat Katz
Headlight: ....CCI, oval
Taillight: Loose Cannon Choppers
Speedo: ....none
Pegs: ....Performance Machine
Foot controls: ....Performance Machine
Electrics: ......Deon/Loose Cannon Choppers
Gas tank: ..Darrian/Loose Cannon Choppers
Oil tank: ....Bower Racing/LLC
Primary cover: ....Baker
Seat: LLC
Mirrors: ....none
Grips: ....Dave Soltow/Xtreme

Front end

Type: ....Perse Performance
Builder: ....Perse Performance/ LLC, 12 over

Wheels

Make: ....Xtreme Machine
Size: ....21 x 2, 18 x 9.8
Tires: ....Metzeler, 280 rear
Brakes: ....Performance Machine/Exile

Photos: ....Michael Lichter

Happenings

ALABAMA
Saints MC New Years Eve Party
Date: Dec. 31
Place: Huntsville.
Info: saints-mc.com

ALASKA
HOG Christmas Party
Date: Dec.17
Place: Lake Hood
Info: 907-566-0999

New Years Eve Party
Date: Dec. 31
Place: Birchwood Saloon
Info: 907-688-2827
Tfo: 907-776-7676

ARIZONA
Ride and Shoot
Date: Dec. 26
Place: East Valley ABATE
Info: 480-855-4023

New Year's Run
Date: Jan. 1
Place: Mohave Chapter ABATE
Info: 928-788-2618

ARKANSAS
ABATE D-17 Conway Regional Toy Run
Date: Dec. 18
Place: Conway
Info: 501-327-9950

New Years Eve Freeze Out
Date: Dec. 31
Place: M&M Cycles, El Paso
Info: 501-796-7070

CALIFORNIA
Toy Run
Date: Dec. 4
Place: Kids to Kids/ ABATE Local 13, Ventura
Info: www.abate.org

Christmas Party
Date: Dec. 18
Place: ABATE 24, La Cantina
Info: 559-291-9978

Loma Linda Toy Run
Date: Dec. 19
Place: Redlands
Info: 909- 678-9410

Easyriders Bike Show
Date: Jan. 8-9
Place: Pomona
Info: 800-962-9857
easyridersevents.com

Easyriders Bike Show
Date: Jan. 14-15
Place: Sacramento
Info: 800-962-9857
easyridersevents.com

Long Beach Cycle Show and Swap Meet
Date: Jan. 23
Place: Veteran's Stadium.
Info: 714-557-1846
www.toppingevents.com

COLORADO
Motorcycle Show
Date: Dec. 17-19
Place: Colorado Convention Center, Denver
Info: 800-331-5706
www.motorcycle shows.com

34th Annual Tri-State Swap Meet
Date: Feb. 5-6
Place: Nat. Western Stock Show Complex. Denver.
Info: www.tristate swapmeet.com

CONNECTICUT
New Years Day Run
Date: Jan. 1
Place: Hartford
Info: 860-429-9399

BikeXpo
Date: Jan. 8-9
Place: Hartford.
nemotorcycleexpo.com

FLORIDA
Winterfest Bike Week
Date: Dec. 17-19
Place: ProPlayer Stadium, Miami.
www.winterfest bikeweek.com

Cyclepalooza
Date: Dec. 18-19
Place: West Palm Beach
Info: 561-628-9184
www.cyclepalooza.com

GEORGIA
ABATE GA MOTO PAC New Years Eve Party
Date: Dec. 31
Place: Atlanta Airport
Info: 404-294-8900

Motorcycle Show
Date: Jan. 7-9
Place: Cobb Galleria Centre, Atlanta
Info: 800-331-5706
www.motorcycle shows.com

ABATE of Georgia Swap Meet & Bike Show
Date: Jan. 23
Place: Atlanta
Info: 404-294-8900
Afo: 404-294-8900

ILLINOIS
Christmas Party
Date: Dec. 15
Place: ABATE Brothers of Grundy
Info: 815-634-4474
www.brothersof grundy.com

Walneck's Motorcycle Swap Meet & Show
Date: Dec. 19
Place: Kane County Fairgrounds, St. Charles
Info: 630-985-2097
walneckswap.com

Polar Bear Run
Date: Jan. 1
Place: Paris.
Info: www.heritagetrail abate.homestead.com

B&G Promotions Motorcycle Parts Extravaganza
Date: Jan. 2
Place: Belle-Clair Fairgrounds, Belleville
Info: 217-864-9540
www.bg-promotions.com

Walneck's Swap Meet
Date: Jan. 16
Place: Lake County Fairgrounds, Grayslake
Info: 630-985-2097
www.walneck swap.com

B&G Promotions Motorcycle Parts Extravaganza
Date: Jan. 30
Place: Peotone
Info: 217-864-9540
www.bg-promotions.com

Supercycle Show & Parts Expo
Date: Feb. 5-6
Place: Chicago
Info: 262-835-9509
supercycleshow.com

Motorcycle Show
Date: Feb. 11-13
Place: Stephens Convention Center, Rosemont
Info: 800-331-5706
motorcycleshows.com

KENTUCKY
Easyriders Bike Show
Date: Jan. 29
Place: Louisville
Info: 800-962-9857
easyridersevents.com

MARYLAND
Mid-Atlantic Int'l Motorcycle Show
Date: Feb. 11-15
Place: Maryland State Fairgrounds, Timonium
Info: 410-561-7323
www.cycleshow.net

MASSACHUSETTS
BikeXpo
Date: Jan. 15-16
Place: Wilmington.
nemotorcycleexpo.com

New England MC Extravaganza
Date: Jan. 29-30
Place: Boston
Info: 386-252-3101
www.cycleprousa.com

BikeXpo
Date: Feb. 5-6
Place: Boston.
nemotorcycleexpo.com

MICHIGAN
Custom Bike Show
Date: Jan. 14-16
Place: Birch Run Expo Center
Info: 800-316-9928, 989-624-0192
michiganshows.com

Giant Cycle Swap Meet
Date: Jan. 30
Place: Lansing Convention Ctr.
Info: 800-968-4242
motorcycleswap.com

MINNESOTA
Motorcycle Show
Date: Feb. 4-6
Place: Convention Center, Minneapolis
Info: 800-331-5706
www.motorcycle shows.com

MISSISSIPPI
East Central Toy Run
Date: Dec. 18
Place: Meridian E. Central Chapter ABATE.
Info: msabate.com

NEW HAMPSHIRE
BikeXpo
Date: Jan. 29-30
Place: Salem.
nemotorcycleexpo.com

NEW JERSEY
Motorcycle Spectacular
Date: Jan. 15-16
Place: Somerset
Info: 386-252-3101
www.cycleprousa.com

BikeXpo
Date: Feb. 12-13
Place: Somerset.
nemotorcycleexpo.com

NEW YORK
Adult Christmas Party
Date: Dec. 18
Place: Oswego County ABATE
Info: 315-676-5834
315-698-9901

Motorcycle Show
Date: Jan. 21-23
Place: Javit's Convention Center, NYC.
Info: 800-331-5706
www.motorcycle shows.com

AM-Jam Tattoo Expo
Date: Jan. 21-23
Place: Holiday Inn, Liverpool
Info: 518-893-2273
www.am-jam.com

Skin and Steel
Date: Jan. 22
Place: Rochester. ABATE
Info: 585-234-0895
www.skinandsteel.com

NORTH CAROLINA
Easyriders Bike Show
Date: Jan. 22-23
Place: Charlotte
Info: 800-962-9857
www.easyriders events.com

OHIO
Walneck's Motorcycle Swap Meet & Shows
Date: Jan. 9
Place: Clark Co. Fairgrounds, Springfield,
Info: 630-985-2097
Info: www.walneck swap.com

Motorcycle Show
Date: Jan. 28
Place: International Exposition Center, Cleveland
Info: 800-331-5706
www.motorcycle shows.com

OREGON
Toy Run
Date: Dec. 19
Place: Gino's Pizza, North Bend.
Info: www.southcoast abate.org

PENNSYLVANIA
Motorcycle Parts Extravaganza
Date: Jan. 9
Place: York
Info: 386-252-3101
www.cycleprousa.com

BikeXpo
Date: Jan. 22-23
Place: Allentown.
Info: nemotorcycle expo.com

TENNESSEE
Easyriders Bike Show
Date: Feb. 5
Place: Memphis. Eye-popping custom bikes, foxy babes, lotsa music, and friends to make.
Info: 800-962-9857
www.easyriders events.com

TEXAS
DePelchin Toy Run
Date: Dec. 18
Place: Stafford.
Info: www.houstar.org /contents.htm

UTAH
Randy's 50th Birthday Party
Let's celebrate the BIG 50!
Date: Dec. 18
Place: Barbary Coast, South Salt Lake
Info: 801-232-2949
www.barbarycoast saloon.com

Barbary Coast New Year's Eve Party
Date: Dec. 31
Place: Barbary Coast, South Salt Lake
Info: 801-232-2949
www.barbarycoast saloon.com

WASHINGTON D.C.
Motorcycle Show, Custom and Antique
Date: Jan. 14-16
Place: Washington Convention Center
Info: 800-331-5706
www.motorcycle shows.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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- Kim Suter
- Indian Larry
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Pomona, CA
L.A. Fairplex
January 8th, 9th

Sacramento, CA
Sacramento Convention Center
January 15th, 16th

Charlotte, NC
Charlotte Convention Center
January 22nd, 23rd

Louisville, KY
Kentucky International Convention Center
January 29th

Memphis, TN
Memphis Cook Convention Center
February 5th

Columbus, OH
INVITATIONAL
Veterans Memorial
February 18th–20th

Portland, OR
Oregon Convention Center
April 2nd

Kansas City, MO
Bartle Hall
April 9th

Denver, CO
Colorado Convention Center
April 16th

Dallas, TX
Dallas Fairpark
April 23rd

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Easynews

If it's of interest to bikers, we'll print it.

Hell-Bound Soldier

IRAQ & ROLL!

When a Marine hears he's going for a ride on a chopper, it's usually a combat helicopter, not a black, custom painted, stretched-out motorcycle with a massive 250 rear tire and 54-degree rake. For Gunnery Sgt. David M. Brown of the 9th Communication Battalion, the chopper he'll be riding is a brand-new, custom-painted Hell Bound Steel Wicked from LifeStyle Cycles, shown here with his wife and some of the happy guys from his unit.

Several months ago LifeStyle Cycles in Anaheim, California, got a call from Sgt. Brown's wife, Sandy, that he'd be coming home from a 7-month tour in the Middle East as part of Operation Iraqi Freedom. He really wanted to get a custom motorcycle, specifically a Hell Bound Steel Wicked Chopper. Being a Hell Bound Steel Dealer, LifeStyle Cycles was more than happy to help out one of our servicemen, and ordered up a custom black paintjob featuring "Semper Fidelis" on the tank, the Gunnery Chevron on the oil bag and the Eagle, Globe and Anchor logo on the rear fender. All of the logos were ghosted in gold and gray over the black paint, so you only see them when the light hits the paint just right.

While Gunnery Sergeant Brown knew he was getting the bike, he had no idea it was going to be waiting for him on base when he arrived back in California after 7 months in Iraq. LifeStyle Cycles delivered the motorcycle to Camp Pendleton the morning of Monday, September 20, 2004, right before the troops arrived. The look on Sergeant Brown's face when he saw the bike was priceless. In fact, this photo was taken moments after he saw the bike for the first time.

For more information call LifeStyle Cycles at 714-490-0155.

—Baron Harkonen

Photo: provided by Sandy Brown

Do-Gooders

HARLEY-DAVIDSON MDA CONTRIBUTIONS TOP $50 MILLION

Harley-Davidson's fundraising for the MDA has topped the $50 million mark. During the September 5-6 Jerry Lewis Labor Day Telethon, Harley-Davidson announced a 2004 fundraising total of $4 million, bringing cumulative fundraising in the 24 years of Company involvement with the MDA to $51 million.

Harley-Davidson Motor Company President and Chief Operating Officer Jim McCaslin presented the $4 million on behalf of the thousands who raised the funds. "Harley-Davidson's family of dealers, suppliers, riders and employees were hard at work planning open houses, rides and other special events to raise money for MDA," said McCaslin during the Telethon broadcast. "Their hard work helps make life brighter for people with neuromuscular disease and helps make headway in finding a cure."

Joining McCaslin in the presentation were the top fundraising Harley dealers in the United States: Brian Bentley, Brian's Harley-Davidson, Langhorne, Pennsylvania; Robert and Dev Johnson, Cycle Connection, Joplin, Missouri; Billy Laws, Mitchell's Modesto (California) H-D and Jamestown (California) H-D; Dennis and Carol Schaeffer, Schaeffer's H-D, Orwigsburg, Pennsylvania; and Stretch and Karen Smaltz, Smaltz's Harley-Davidson, Eagle, Pennsylvania.

Harley-Davidson fundraising activities for the Muscular Dystrophy Association took place all over the country over the 12-month period leading up to the Telethon and included pledge rides, dealer fundraisers, motorcycle raffles and pin sales.

—Hawg Dawg

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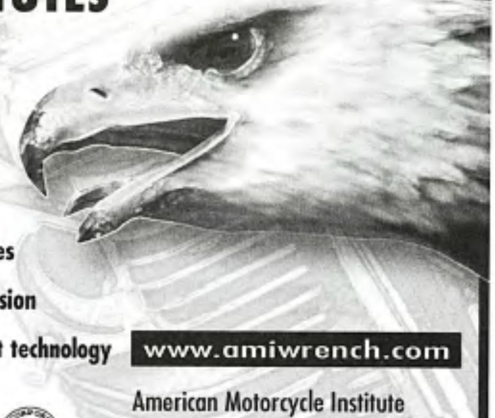

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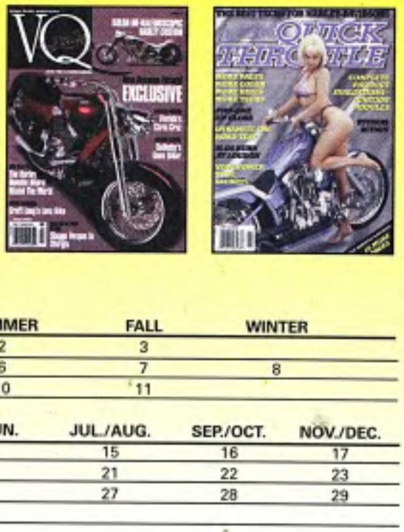

VQ

	SPRING	SUMMER	FALL	WINTER
1994	1	2	3	
1995	5	6	7	8
1996		10	11	

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
1997	12	13	14	15	16	17
1998	18	19		21	22	23
1999	24	25	26	27	28	29
2000	30		32			

QUICK THROTTLE

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
1995					3	4
1996	5	6		8		10
1997	11	12	13	14	15	16
1998	17	18	19			22
1999			All 1999 Sold Out			
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Coast To Coast

Biker News

STUDY CLAIMS MOTORCYCLES DAMAGE HEARING: Is it any wonder why bikers hate "scientific studies?" Here's a new one that's sure to fuel the fires for noise ordinances: Researchers from the University of Florida told the *Washington Times* that "the noise from a motorcycle is as intense as that from a loud rock concert and can permanently damage hearing."

Audiologists at Florida's College of Public Health and Health Professions determined that nearly half of the 33 motorcycles they tested produced sounds above 100 decibels when throttled up, and the National Institute for Occupational Safety and Health warns that exposure to noise at 100 decibels is safe for only 15 minutes.

"Almost all of the motorcycles tested reached action-level noise, which in the workplace would require ear protection," said Joy Colle, an investigator in the Florida study, adding that "potentially, the vast majority of motorcyclists could be exposed to dangerous levels of noise."

But here's the kicker: in the UF study the noise levels were "tested at riders' ear levels from stationary motorcycles when idle and throttled up." How many riders sit astride a parked motorcycle and "throttle up" for lengthy periods of time?

At least the audiologists admitted that helmets do not provide much protection against hearing loss. No evidence was found that motorcycle noise harmed the hearing of those standing on a sidewalk near the test site either, but you can bet that won't stop lawmakers from citing this "study" as justification for more noise ordinances that target motorcycles.

PENNSYLVANIA MOVES TO BAN POCKET BIKES: Philadelphia Councilman Rick Mariano recently staged a protest of a local Pep Boys to announce his intentions to introduce a measure outlawing the sale of all pocket bikes, he told KYW Newsradio following the death of a teen who was riding the wrong way down a one-way street.

Even though "pockets bikes" are illegal on city streets, they are still being sold in Philadelphia stores.

"They're not street legal—so where

are they gonna ride them? On the sidewalk?" he asked during the September 11 protest, organized to pressure the automotive chain into taking the mini-motorcycles off their shelves.

So Mariano says he'll introduce a bill at the next City Council meeting to ban the scooters outright. It's not clear yet though if the city has that power, because the state regulates motor vehicles. According to KYW, similar efforts are in the works at the state level.

CALIFORNIA AMENDS HANDLEBAR HEIGHT LAW: Following a spate of handlebar height citations, ABATE of California set out to amend their "no more than shoulder high" handlebar height limit to allow for greater flexibility. Assemblyman Jay La Suer introduced Assembly Bill 2844 to "prohibit a person from driving a 2-wheel motorcycle that is equipped with handlebars so positioned that the hands of the driver, when upon the grips, are more than 6 inches above his or her shoulder height."

ABATE lobbied AB2844 through the Assembly and Senate, and Gov. Arnold Schwarzenegger signed the bill into law on August 23. AB 2844 has become Chapter 280 of the law books and will become effective January 1, 2005.

"CONGRATULATIONS to every freedom loving rider in this state who took a minute to stand up for something," said Jean Hughes, ABATEPAC chairman. "We can make a difference. We can change the law. Now go for a nice long ride and come back refreshed and ready to work some campaigns so we can lock in those remaining votes we need to get the helmets off our heads."

FEDS SEEK STIFFER SENTENCES FOR "GANG" MEMBERS: "In an attempt to make punishments stiffer for street gangs, a bill has been introduced in the U.S. Senate to define what a criminal street gang is," reports ABATE of Pennsylvania's Legislative Coordinator John Mullendore, who is also a member of the board of directors of the NCOM.

S.2358 defines a criminal street gang as "an ongoing formal or informal group, club, organization, or association of three or more persons through or for which they individually, jointly, or in combination, have committed or attempted to commit, for the direct or indirect benefit of, at the direction of, or in association with the group, club, organization, or association, three or more unrelated predicate gang crimes." Also, having "membership, age or other qualifications, initiations, geographical or territorial sites, boundary, or location, or unifying mark, manner, protocol, or method of expressing or indicating membership."

"Needless to say," Mullendore says, "any one of us could be defined as a gang under this broad definition if this bill passes. So let your senator know we are against this bill."

If you would like to read the entire bill, go to the senate Web site: www.senate.gov/pagelayout/legislative/g_three_sections_with_teasers/legislative_home.htm, and type in s2358.

WEIRD NEWS: Air conditioning for Motorcycles? An Israeli inventor has designed what he claims is the world's first air-conditioning unit for bikes. Physicist Glen Guttman from the company Entrosys said the device is technologically simple, fitting the bike with an electronic unit powered by a standard motorcycle battery which funnels cold air into a thermal vest worn under the rider's jacket.

The system cost $450,000 to develop, which Guttman raised through investors, and he now hopes the cooling motorcycle air-conditioning unit will be sold on the European and American markets by the middle of next year. The inventor said, however, that he will not be testing the unit himself: "My investors don't want me to ride a motorcycle myself. They want to make sure I stay safe."

Meanwhile, "air-conditioned" jackets have become a big hit in Japan. Jackets with built-in electric fans are providing relief in Japan during the country's record-breaking summer heat. The prototype gray nylon coats have two fans in the back above the waist that are connected to a battery pack. The air runs along the wearer's body and comes out at the cuffs and the neckline, drying off sweat which cools the skin as it evaporates.

WORLD RECORD RIDE-IN? An Australian restaurant claims it has set a Guinness world record after 127 Harleys rode in its back door and out the front entrance without breaking a glass.

Avril Vaughan, owner of Bojangles restaurant in Alice Springs said that during the ride in there were no diners. She said that she has contacted Guinness but it wasn't clear what the current record was. The event raised money for the region's Flying Doctor Service.

Compiled & Edited by Bill Bish, National Coalition of Motorcyclists

Freedom

FREEDOMS LOST

Isn't it great to live in America, "Land of the Free and Home of the Brave?" Our founding fathers were far thinking in realizing that stern rule and unreasonable taxation would only get worse. They were indeed brave to set forth the Declaration of Independence stating their grievances and their proposals to remedy it. These were brave men of honor who upon signing this Declaration pledged their wealth, their life and their honor to institute independence. They crafted a constitution that would effectively establish a government devoid of the power to interfere in their daily lives. Thanks to them, America became the greatest government ever established in this world.

Today, we're still a free people: We are free to have our possessions taken and sold without being found guilty of a crime; Free to have our homes and persons searched without probable cause; Free to be spied upon by an ever expanding government; Free to be told what to wear and what to read; Free to be classified as criminal gangs and enemies of the country based on appearance and mode of transportation; Free to be arrested and held without charges being filed or access to legal representation; Free to have the government determine the use to which we can put our assets; Free to live in our homes as long as we pay an annual fee to all levels of government; Free to allow the government to remove their share from the fruits of our labor prior to our receiving it; Free to allow the very wealthy to distribute our wealth while keeping their own.

You could say we have kept the founding father's dream even though this is not the type of freedom they envisioned. That's because powerful lifetime politicians with no regard for the wishes of the

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FREEDOMS LOST CONTINUED

common man have become the norm. Inside the beltway is a cesspool inhabited by wealthy, greedy men intent on their power trip.

Freedom must be returned to us as set forth in the U.S. Constitution. Americans must reach deep inside and find the valor and righteousness once possessed by our ancestors.

May God grant each of us the fortitude to stand up proudly, and remove power hungry politicians and replace them with men of honor and integrity — those with whom we ride. Give us the conviction to pledge our wealth, life and honor to the cause of liberty for our heirs. Help us to accept the sacrifices that come with such a pledge and remain steadfast on our commitment. —*Sputnik*

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National Law Chart

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Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a, 4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	r	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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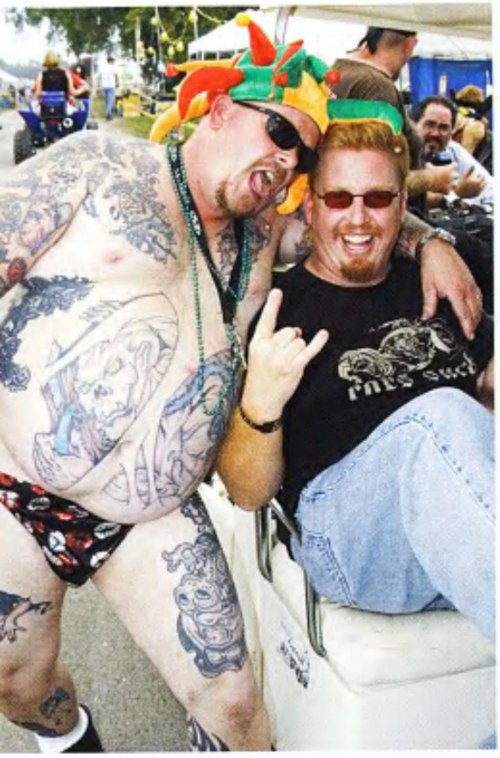
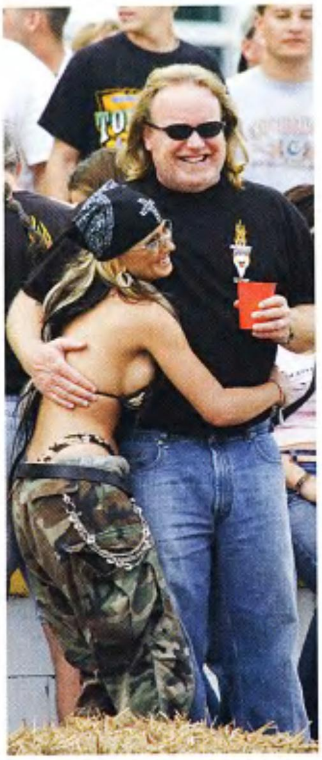
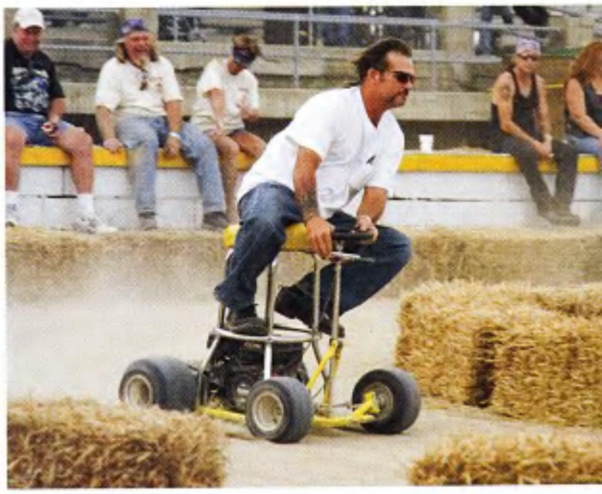
TABOR TAKES EIGHTH RODEO CHAMPIONSHIP

GRAND NATIONAL RODEO

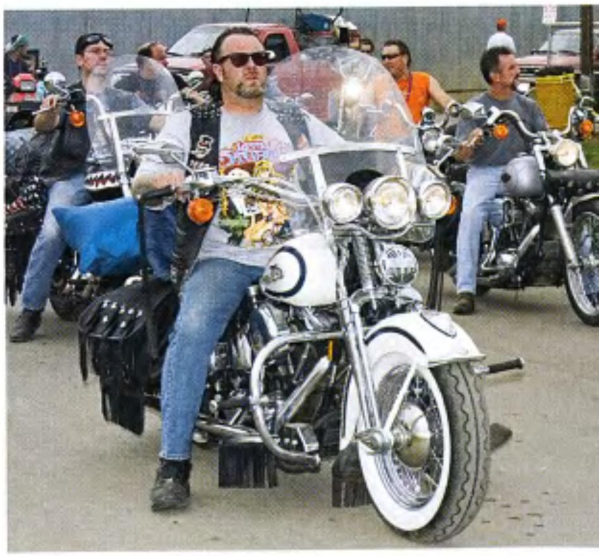
The 2004 Easyriders Rodeo turned Sweet 16 this year but has long ago lost any sense of virgin quality. The coming out party for the debutante ball was once again held in Chillicothe, Ohio, home of the Rodeo Grand National Finals for the 10th year. Not to say that it's getting redundant, but can you guess who won the whole enchilada? Can you say Tabor? As in Robert

Tabor? Yes, once more with feeling and for the record eighth straight season Robert has taken on all challengers to his throne, he's met their best efforts and spit 'em back



Easyriders



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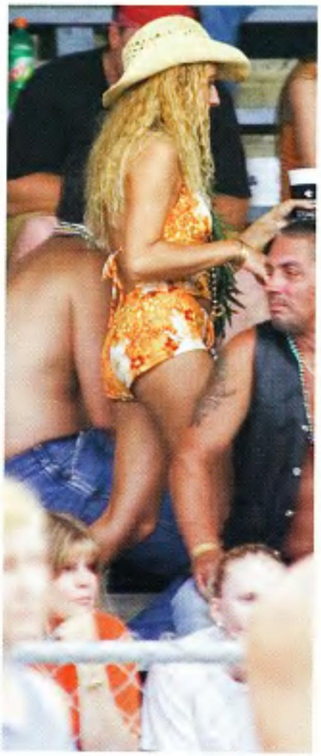
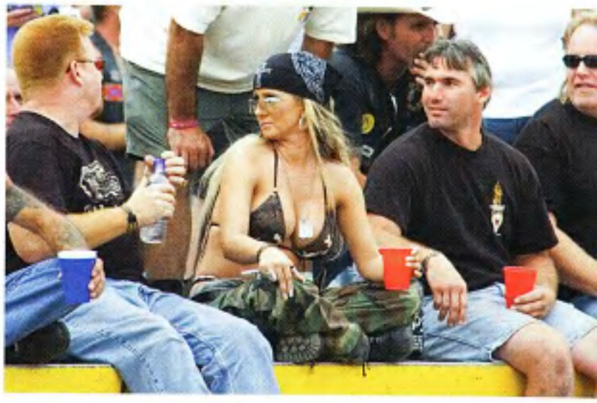

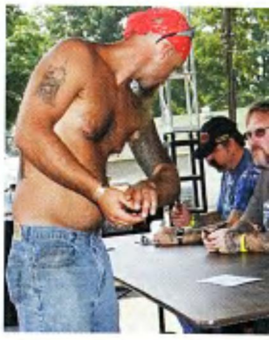
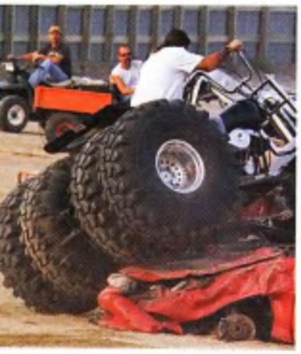

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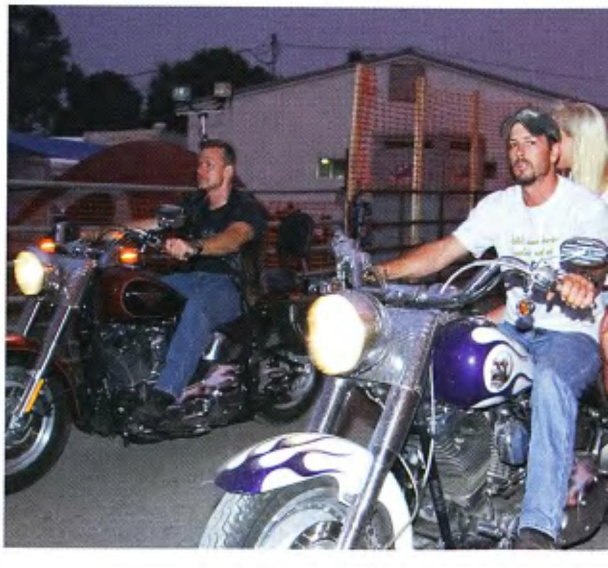
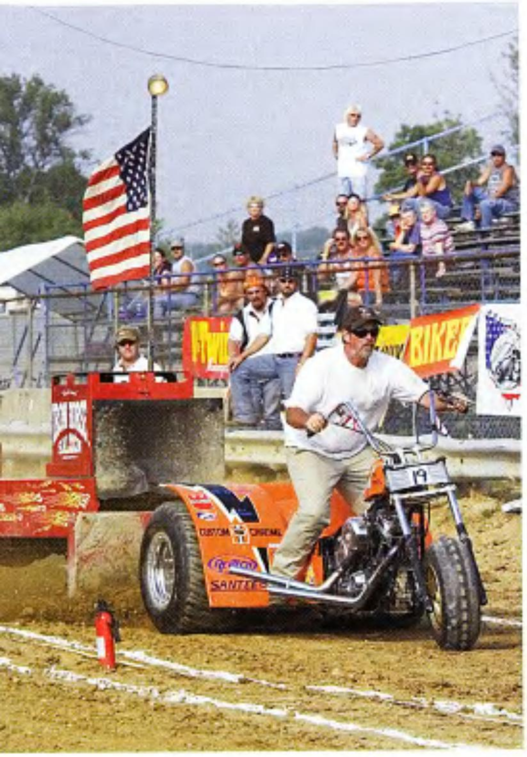
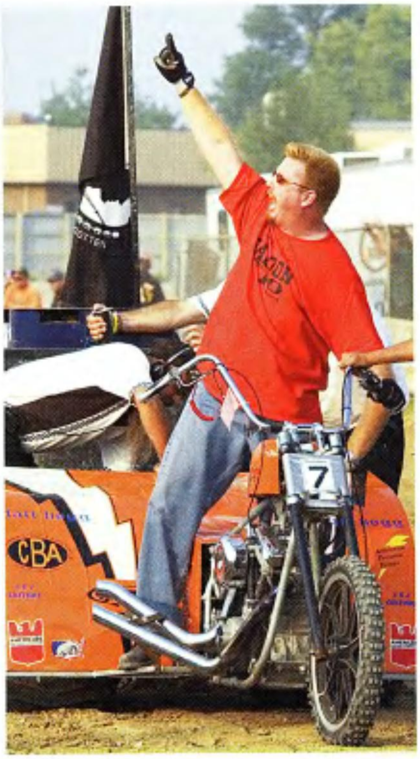






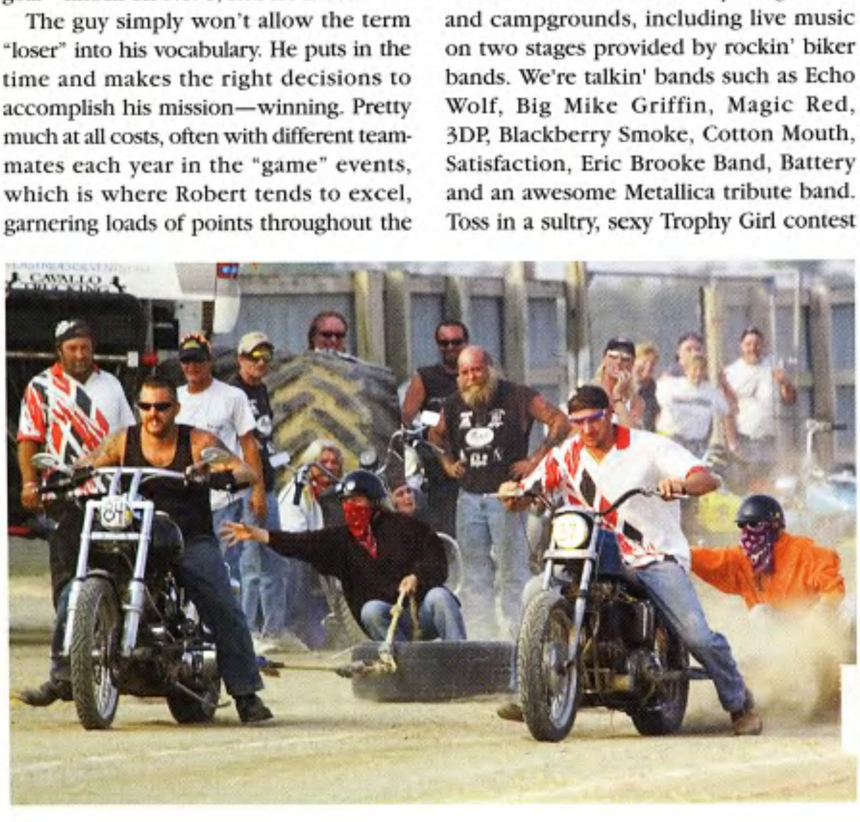
out onto the scrap heap of would-be, wannabe contenders.

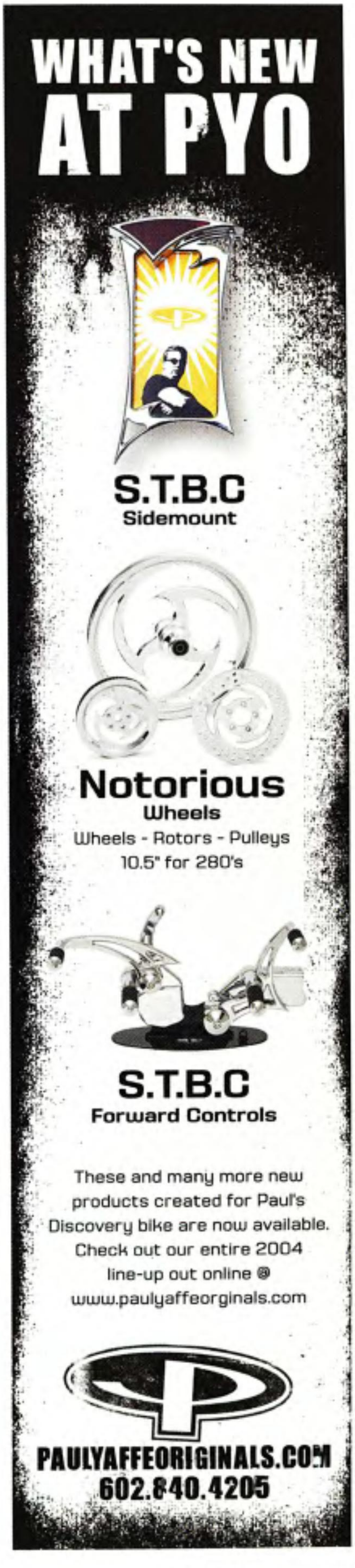
You might say, "Well, who the hell is challenging? How tough can it be?" You don't want to go there. Because every man and woman who has mounted a monster trike or souped-up solo sled puller has gone out there with the same notion and goal—knock off No. 1, Robert Tabor.

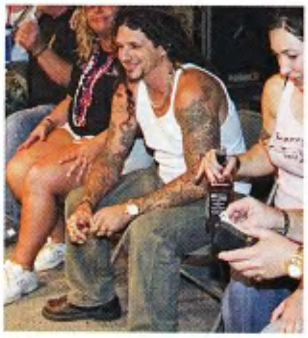
The guy simply won't allow the term "loser" into his vocabulary. He puts in the time and makes the right decisions to accomplish his mission—winning. Pretty much at all costs, often with different teammates each year in the "game" events, which is where Robert tends to excel, garnering loads of points throughout the season, piling up insurmountable leads. The amazing thing is Robert still retains a great relationship with his closest competitor—his son, Jason.

Heading into the Chillicothe Finals this year was undoubtedly the toughest, scoring and points-wise at least.

Tons of fun took place throughout the weekend at the Ross County Fairgrounds and campgrounds, including live music on two stages provided by rockin' biker bands. We're talkin' bands such as Echo Wolf, Big Mike Griffin, Magic Red, 3DP, Blackberry Smoke, Cotton Mouth, Satisfaction, Eric Brooke Band, Battery and an awesome Metallica tribute band. Toss in a sultry, sexy Trophy Girl contest





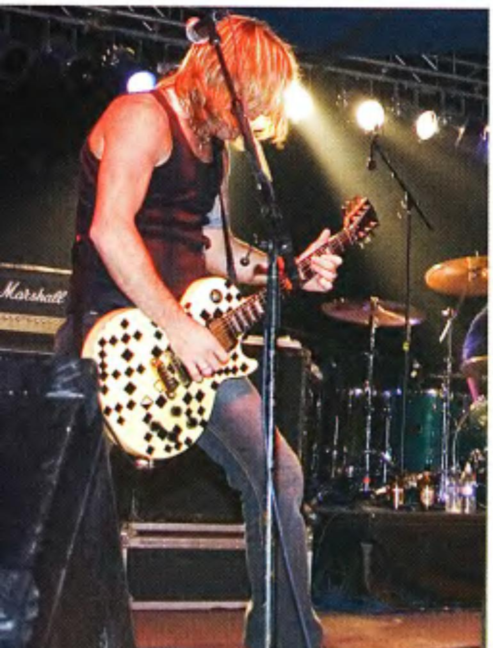


on Saturday night—won by the lovely Gin—and it's a miracle anyone could sleep.

The sun came out big and bright Sunday morning and by noon the grandstands were packed. The crowd rose to view the ceremonial parade of competitors, then the riders were administered an invocation from a member of the Christian Riders Association, followed by an a cappella version of the *Star Spangled Banner* by William Van Dyke.

By halftime, with various events going down rapidly, there was a pause to recognize and salute the military veterans in attendance, capped off by a playing of *God Bless The USA* by Lee Greenwood.

Robert came into the final event of the season with a mere 875-point lead over Jason and no other ARROW competitor within striking distance. There was a glimmer of hope for Jason to unseat his



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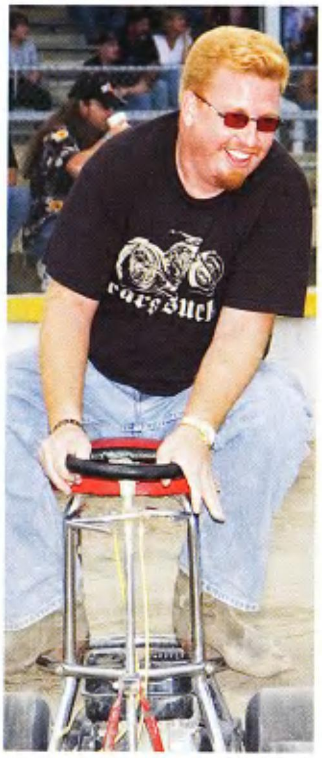

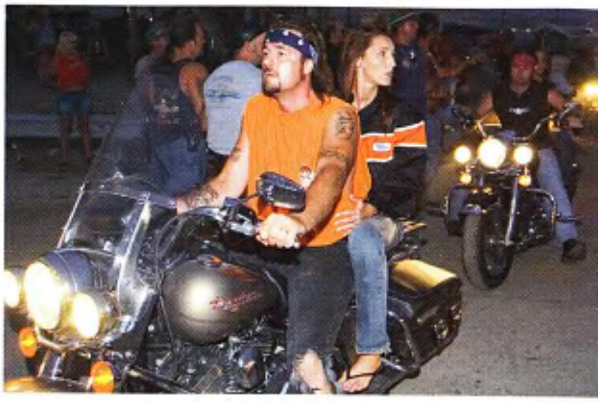

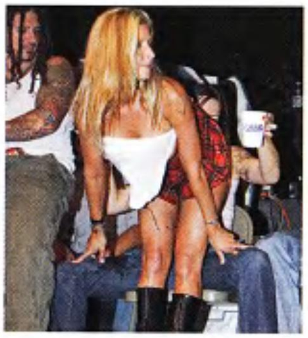

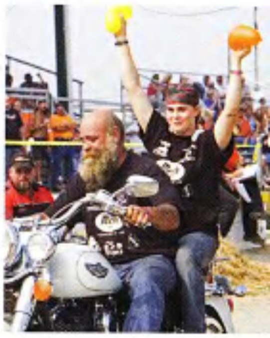

father, but let's be real here. That would require Robert to do a face plant in nearly every event.

If you have any idea of the amount of pride Robert has latched inside that golden championship belt buckle, you'd know it was going to be a long shot. Especially in front of his Buckeye Battalion, i.e., the friends and fans who have pushed him, either through sponsorships or encouragement, during his historic eight-year run.

As Robert himself might say, "Sorry, son, maybe next year." —*Dodger the Rodeo Raider*

Thanks to Big Tom Gordon, of Newton, Mass., for his Easyriders *Rodeo reports all season. See more coverage of the 2004 Easyriders Rodeo season in the June issue of* In The Wind, *No. 121, on sale, February 1, 2005.*

Photos: Billy Tinney

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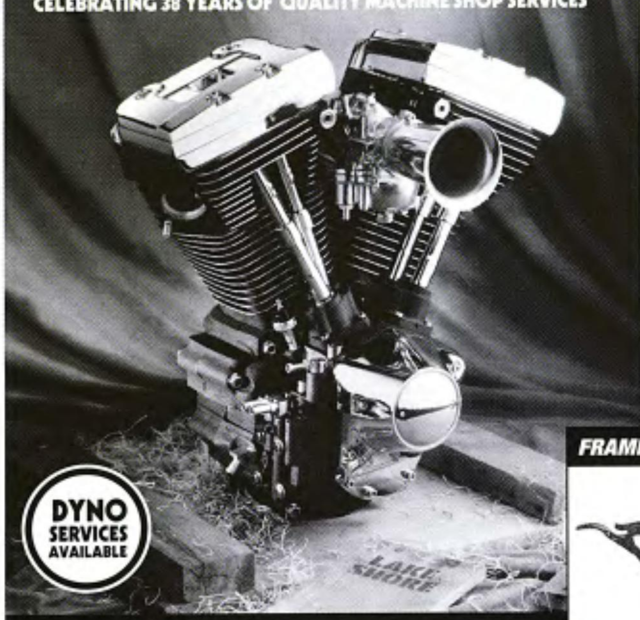

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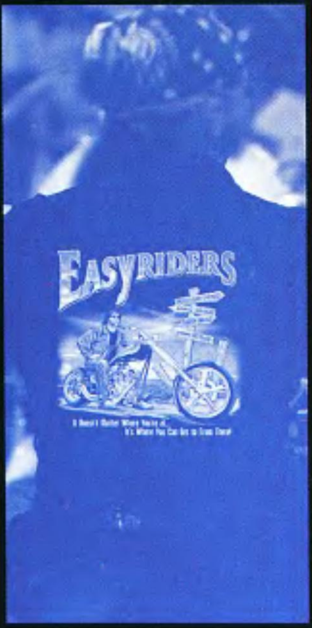

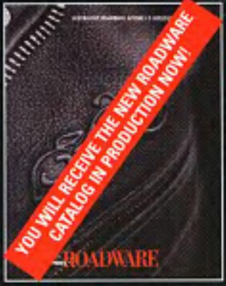

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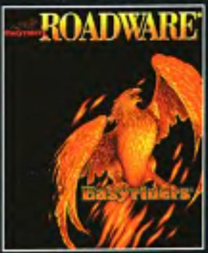

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NIP AND TUCK

DOES IT EVEN RUN?

That's the question most people ask Darren when viewing his impressive third bike he's ever built. "They look at it and notice there's no oil tank where there should be one," he says. "So they ask, 'hey, does this bike even run?' And that's exactly what we were after."

The "we" in this case is Darren and his buddy Roger Kuwahara, owner of Kustom Fab in Honolulu, where Darren makes his living as an iron worker at Pearl Harbor and then moonlights at Roger's shop, fabricating and modifying anything that's metal, sheet or otherwise.

To achieve the extremely clean look, Darren and Roger stretched the frame 3 inches up and 3 out and then they proceeded to tuck everything away that wasn't absolutely tied to its place. "We wanted to pretty much have only the motor visible in the frame," Darren explains. "We hid the oil tank behind the tranny and welded it into the frame and into the fender. We also tucked the battery underneath the tranny, moved the oil filter underneath the bike, hard-lined it and now you can't even tell where anything is."

By making the oil tank part of the frame and fender, fender and frame also became part of the oil tank, meaning that the oil circulates through a sectioned-off part of frame and fender. Additionally, the rear exhaust pipe crosses over the oil tank, obscuring the view even more.

Darren and Roger made their own lines and moved all the hardware tightly onto and behind the primary. Darren also fabricated a skid plate to protect the battery and the oil filter and then went to work with the sheet metal, shaping the electrical compartment so it would fall in line with the gas tank and tucking it

under the seat, thereby misleading everyone into thinking it is the oil tank.

There's also a vent line running all the way up to the electrical panel, so the oil can fill up all the way to the flush-mounted oil filler cap. "But it's flush and black," Darren says, "so you don't even see it. Everybody thinks it's part of the frame."

Once all the parts were cut and fabbed, Dennis Mathewson at Cosmic Painting laid down the black and red paint, taking particular care of the she-devil on the rear fender, which, according to Darren, is actually a ceramic casting. After welding on what he calls the "devil's tail," Darren says Dennis poured on a porcelain-ceramic mixture and cut it into the female shape with his burr grinders. "I was going for a 3-D effect, like I did on the gas tank," Darren says, "where I cut some plates and shaped some round bar and then welded them all onto the tank."

All in all, Darren says, he's very happy with the results but now regrets some of the nip/tuck efforts. "I just burned a couple of wires," he laughs, "and I realize now what a pain in the ass it is to work on, because everything is so hidden."

The other drawback? "The girl looks so good, everyone's always rubbing her ass," he says. "I'm actually losing some paint ."

Could it be the Hawaiian version of rubbing the Buddha's belly? *—Red Baron*

Owner: ....Darren Ho
Designer: ....Roger Kuwahara
City:..................................Honolulu

General

Fabrication: ....Kustom Fab
Year and make: ....2003 Special Construction
Model:....................Naughty & Nice
Assembly:....................Kustom Fab
Time:................................6 months
Chroming: ....Hawaii Plating

Engine

Year:..2003
Model: ....RevTech
Ignition:..........................Crane HI-4
Displacement:......100 cubic inches
Lower end: ....RevTech
Balancing: ....RevTech
Pistons/Cases: ....RevTech
Heads/Cam: ....RevTech
Lifters: ....RevTech
Carb(s): ....Mikuni
Air cleaner: ....Force Winder
Pipes: ....Paul Yaffe/Custom Fab

Transmission

Year: ....2003 RevTech
Shifting: 5-speed

Painting

Molding:................Cosmic Painting
Painter: ....Dennis Mathewson
Color:......................................black
Type: ....House of Kolor

Frame

Year:..2003
Builder: ....Killer Chopper
Type: ....rigid
Rake: ....45 degrees
Stretch:..........................3 up, 3 out
Modifications: ....no forward control mounts

Accessories

Bars:............................Kustom Fab
Handlebar controls: ....PM
Fender(s):..........Ness/KF; D&D rear
Headlight:......................Headwinds
Taillight: ....Billet 4-U
Pegs: ....Arlen Ness
Electrics:.......................Kustom Fab
Gas tank: ..Paul Yaffe/Kustom Fab
Oil tank: ....Kustom Fab
Oil system: ....unique
Primary cover:..................Billet 4-U
Seat: ....Bob Arkus
Mirrors: ....Paul Yaffe Originals
Grips: ....Arlen Ness

Forks

Type: 54mm
Extension:................10 inches over
Builder: ....Kustom Fab

Wheels

Size: ....21-inch front; 18 x 8.5 rear
Tire: ....Avon front; Metzeler rear
Rear rim width: 4-inch
Brake: ....HHI front; Exile rear
Photography: ......Raymond Wong

TalkingTech

ALPHABET CARB SOUP

I just put an S&S Super G carburetor on my 80-inch Evo. It is balanced and has 10:1 Wiseco pistons, ported Harley heads, a Headquarters 600 cam, and a Thunderheader exhaust. The problem is that it fouls spark plugs, no matter what size jet I run in it. I have tried everything from a 0.066 to a 0.078 but they make very little difference. My bros tell me that the Super G is too big for 80 inches but several years ago I read that it was OK for a modified 80. Should I get a Super E instead?

Bill Turner
San Luis Obispo, California

The Super G will work fine on a hot 80-incher that's ridden aggressively, meaning that the rider is willing to keep the revs up when good throttle response is needed.

Unless you're fouling plugs at highway speeds, your problem is caused by an improperly adjusted idle mixture screw or accelerator pump, or too large an intermediate jet, not the main.

With the engine at operating temperature and idling at 1,000 rpm, slowly turn the mixture screw in, clockwise, until the engine slows and almost dies. Then turn it out until the engine slows again. Halfway between those two points is the correct setting for the mixture screw. If the idle speed is too high after adjusting the mixture, lower it with the idle speed screw on the left side of the carb body.

If that doesn't fix the problem, access the intermediate jet by removing the air cleaner, backplate, and float bowl from the carb body. The intermediate jet is the brass tube sticking down from the right rear corner of the carb body.

Remove it with a screwdriver. You'll find a number that indicates the size somewhere on the jet. Intermediate jets range from 0.025 to 0.040, with the larger numbers being richer and more likely to foul plugs. Yours should do fine with a 0.0295 up to about 2,000 feet above sea level, where you'd do better with a 0.028. You'll need to adjust the mixture screw again if you change jets and be sure to Loctite the backplate screws when you put everything back. You do not want one backing off and finding its way into your engine.

Adjust the accelerator pump with the screw on the right side of the carb body. Disable the pump by turning the screw all the way in, then back it out one turn, fire the bike, and quickly open the throttle to check throttle response. Turn the screw out 1/4 turn, check throttle response again, and repeat as needed. You want the best throttle response you can get, but you've gone too far if the bike smokes when you whack the throttle. Too much pump will also decrease gas mileage, as will too large an intermediate jet.

All of this is covered in S&S's instructions, which are available online and by mail. Click up www.sscycle.com or call 608-627-2080 for a paper copy.

A THINKER NOT A MACHINIST

I have an idea for a combination top motor mount/ignition switch/coil bracket for my dual-plug panhead. I can't get any of the welding or machine shops around here to make it for me unless I order in quantity. Can you suggest anyone who might take this on?

Carl Zenik
Atlanta

I can recommend two shops for projects such as this. Duncan Keller at Yankee Engineuity in San Jose, California, has extensive machine shop facilities, including 4-axis CNC. If your motor mount can be carved out of billet aluminum, call Yankee at 408-275-0203 or you can visit their Web site at www.yankeeengineuity.com. Yankee specializes in slick motor mounts and may have something similar to what you want already made up.

In Michigan, Kevin Verkest prefers steel as his medium of choice. He uses CAD and CNC-guided laser cutters to create his carbon-based parts-forms. Contact Kevin at 586-291-4798; www.fabkevin.com. Whichever way you fly, the key to getting the part made as you want is to provide accurate drawings and measurements. A life-sized model or template works even better.

MISSIN' MY PAN

Last year, I returned to Harleys with an FXDWG that has been a great ride. The only problem is that I still miss the old panhead that I had 30 years ago. I would like to build a replica as a tribute to the good times I had back then and the brothers that I rode with, but my '02 has spoiled me with its "electric foot" and dependability. Could you steer me in the right direction for building an updated panhead engine that I won't have to work on every day?

Mark Jessup
Kirkland, Washington

You have several choices. The first is the Pandemonium engine available from Custom Chrome dealers. It combines the 4 1/4-inch late shovelhead/Evo stroke with a 3 5/8 bore for 88 cubic inches, and has an 8.5:1 compression ratio. The Pandemonium comes with STD Panheads, an S&S carb, and a 0.470 cam. I don't have any personal experience with this engine, but it looks great on paper. If you want something different, you could order a shovel long block in any of several displacements from S&S and finish it up with STD heads. Just be sure to match the cam with the compression ratio so you don't wind up with a pig in a poke.

The Pandemonium engine comes with the '70-'99 sprocket shaft, which makes it compatible with '70-'99 4- and 5-speed transmissions. That also means it will work with the transmission, primary drive, and electric-starter assemblies for model-year groups that fall within that range.

As far as the transmission goes, my choice would be a 1990-1999 5-speed with the splined mainshaft. Of course, the clutch, starter, etc. will all have to be compatible with it. A little luck at the swap meets could save you a bucket of ducats if you do your homework to ensure that everything you buy fits.

Learn more about the Pandemonium engine at www.jammerclub.com or your local dealer. Accurate Engineering also builds excellent panheads. Call Berry Wardlow at 334-702-1993.

—Dr. Mudflap

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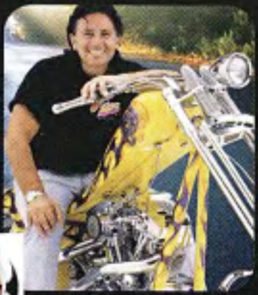

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WWW.HRROADHOUSE.COM

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IT'S WHAT UP FRONT THAT COUNTS

HOT FORKS

Some parts of a motorcycle are best if kept out of sight, such as batteries and regulators. Others are designed to complement the styling, as with controls and footpegs. Then there are the core components that set the bike's style, of which the front fork is a leading contender. Over the years different Harley models have been known by one of three major parts: motors (knuckle, pan, shovel and so on), frames (rigid, hidden-shock, rubber-mount), or forks (Springer, Wide Glide). Of these, the fork is arguably the most recognizable.

A motorcycle design or image is the sum of several parts, of these the fork and frame interact to form the basis of a bike's style. To a large part you can play mix 'n' match with a given frame and different styles of forks to get the look that you want. The limiting factor is the rake/stretch of the frame and the length of the fork. The frame's rake and stretch are set when the frame is built; these dimensions can be changed later by cutting and adding to the tubes of a frame. The fork length is stated in inches as measured in under or over the length of a stock fork, which is 24 inches as measured from the bottom of the lower triple tree to the axle.

When working with a stock or aftermarket frame (that has near-stock rake/stretch), you can get a wide variation of bike styles by swapping forks. To demonstrate, we took a Santee Low-Glide frame, it has a 35-degree rake and no stretch in the backbone or downtubes and installed five different forks on it. We kept the bike's rear wheel and camera in the same location for each of the installations so that you can get an idea of how the basic style is changed by each fork.

THE STARTING POINT...

...our Santee Low-Glide frame with Progressive Suspension rear shocks, 180 Avon tire on a 5 1/2-inch-wide, 16-inch rear wheel and a 90 Avon tire on a 21-inch front wheel. The fork uses a set of Custom Chrome's new Aero-style triple trees, (Part No. 610-200), designed by Sandy Kosman, with stock-length, (24-inch), 41mm FXSTC tubes and stock-style sliders. The bottom of the frame sits with a slightly raked appearance, which will be level when the weight of the powertrain is added. The attitude of this frame

setup can be changed by adjusting the ride height of the Progressive shocks and/or changing the length of the fork tubes.

For Further Information contact:
Custom Chrome, 800-729-3332;
www.customchrome.com

STRETCHING OUT

For the second fork setup, we swapped the stock-length fork tubes for a set of 2-inch-over tubes from Dennis Kirk (Part No. H58-124). We left the adjustment of the rear shocks in the stock position. This change did two things for the looks of the bike: It gave the frame a more raked appearance and kicked the front wheel out further from the frame's downtubes. The longer fork tubes won't change the bike's ride quality or handling, but 2 inches over is about the limit you should go with a stock-style frame. For the $145 parts cost, this is the coolest low-buck mod you can do.

For Further Information contact:
Dennis Kirk, 800-328-9280;
www.denniskirk.com

A SMOOTHER LOOK

For a more custom look we installed a fork from Drag Specialties, (Part No. 1809-2140). Even though this fork uses stock-length tubes it's smoother and longer sliders give it a lower appearance. The crown of the slider is about 2 inches above the tire, this presents a visually shorter fork tube between the crown and bottom triple tree. The triple trees have a 2-degree rake, which kicks the wheel out a little. This fork requires that 2000-up style brake calipers be used.

For Further Information contact:
Drag Specialties, 800-758-1111
www.dragspecialties.com

HARLEY'S SPRINGER

The stock Springer from Harley (Part No. 46196-00) is available in chrome or black finish. The stock springer has a 22-inch-long leg, which combined with 0-degree rake in its triple trees gives the bike a lower appearance. When Custom Cycle Engineering's dog-bone handlebar risers and a Performance Machine brake caliper kit are added the fork has an old-school chopper look.

For Further Information contact:
Harley-Davidson, 800-443-2153
www.harley-davidson.com

CUSTOM SPRINGER

The Paughco springer fork offers trimmer styling; its legs have a slender profile. This 2-inch-over fork rakes out the wheel and puts a little more air between it and the frame. They make these forks in lengths to 20 inches over.

For Further Information contact:
Paughco Inc., 775-246-5738
www.paughco.com

HOT FORKS & PARTS: EURO-COMPONENTS

Eurocomponents' 3D Fork is completely machined from billet aluminum. Thanks to this innovative manufacturing process the final result is a unique fork with stunning design. The triple trees have 4 degrees of rake and fork legs are available in any length. The fork assembly will fit most aftermarket and stock hidden-shock frames. The highly polished finish will complement any custom bike.

For Further Information contact:
Eurocomponents Inc., 386-274-5729
www.eurocomponentsusa.com

DAVE PEREWITZ

Dave Perewitz's new billet 41mm forks reflect this builder's reputation for aggressive, contemporary styling and uncompromising quality. Featuring billet aluminum triple trees with integrated blind neck post, custom machined billet lower legs and a show-chrome finish, the forks are the perfect complement to any show or go machine.

For Further Information contact:
Dave Perewitz, 508-697-3595
www.perewitz.com

STORZ PERFORMANCE

Fat Forks from Storz/Ceriani: These new show chrome finished Fat Bottom II and Fat Bottom III forks are the latest in a series of high-performance front ends for H-D applications from Storz. Designed to work on stock frames or custom applications, these massive inverted-design forks are available in two different styles with standard or raked triple trees. Both forks have features: Precision cartridge damping system, progressive rate fork springs with built-in lowering kit; 1-piece billet lower legs with patented concealed axle ends; new curved-face radius-style billet aluminum trees with smooth top T-stem will accept internal fork stops. Available in single or dual disc configuration.

For Further Information contact:
Storz Performance, 805-641-9540
www.storzper.com

PRO-ONE

Pro-One has just announced that they will custom tailor their popular billet fork assemblies to meet builder's specific requirements. You can mix and match components from Pro-One's extensive selection of quality tubes, billet trees and sliders. Their fork tubes are available in lengths from stock to 20 inches over. Billet lower legs are offered in smooth, smooth-flat and ball-milled styles with a chrome, polished or black anodized finish. Triple Trees can be ordered in round, flat and ball-milled styles, with stock, 3-, 5- or 7-degree rakes; they come with or without integral lighting.

For Further Information contact:
Pro-One, 800-884-4173
www.pro-one.com

MEAN STREET

The Mean Street 63mm High-Style inverted forks are designed to inject plenty of attitude into any custom bike. They feature very smooth billet trees and sliders. The Street Stalker is available in lengths out to 20 inches. The triple trees come in 3-, 5- and 7-degree rakes. The lower legs include fender and caliper-mounts along with hidden axles.

For Further Information contact:
Mean Street Products, 915-592-6887
www.meanstreetproducts.com

SPYKE

One of the fattest front ends on the market today, with chrome triple trees machined from billet 6061-T6 aluminum, chrome billet smooth-look legs. These forks feature 63.5mm chrome upper tubes, 45mm hard chrome slider tubes. They are set up for single or dual

disc brakes. The compression damping is speed sensitive for a plush ride with uncompromising road-holding ability and innovative rate springs control ride over a wide variety of surfaces. Available sizes: from 2 inches under to 24 inches over with 3- or 6-degree raked trees.

For Further Information contact:
Spyke Products, 562-869-9333
www.spykeinc.com

GOLDAMMER CYCLE WORKS

Goldammer forks are a unique combination of incredible styling and performance. They currently manufacturer two styles of forks: G-Force 1-piece billet and G-Force component front ends. The 1-piece fork is for those builders who want the best available. The component fork is only half the price of the 1-piece design but sacrifices almost nothing in style and appearance. The main differences lay in the construction and width of the forks. The 1-piece fork has 11-inch center-to-center dimensions while the component fork is standard wide glide width, which is 9 7/8 inches.

The forks are available in lengths that start at 30.5 inches increasing in

length by 2-inch increments up to 40.5 inches.

For Further Information contact:
Goldammer Cycle Works,
250-764-8002
www.goldammercycle.com

DENVER'S CHOPPERS

Denver's Choppers first spawned the extended springer fork and over the past 37 years has cranked out about 5,000 of them. They are currently available in narrow or wide leg spacing, with straight, twisted or wishbone front legs ranging in length from stock to a monster 40-over. The forks can be had in either chrome or powdercoated finish. Denver's springer forks are for riding as well as for looking, because of the fork's lower mechanical rocker, the length or angle of the fork legs have little bearing on its ability to adsorb bumps in the road.

For Further Information contact:
Denver's Choppers, 702-450-0169
www.denverschoppers.com

Photos: John Sullivan; Manufacturers

PITBULL CHOPPER

GO WITH THE FLOW

Go with the flow. It's one of those overused statements that rolls off the tongue all too easily from severe overuse. It's a statement that implies inactivity, it means all you do is do what everyone else seems to be doing. Well, this definition is nowhere near representing this slick Pitbull Chopper, owned by Pitbull Motorcycle Company's co-owner, Mark Evans. No, Mark and partner Mike Davis have something more radical in mind when it comes to "flow."

Being that this is Mark's personal sled, it was important that the bike look as striking as possible. Flow is a huge part of the Pitbull formula and after you gaze this bike over a few times, you see how well it all works. From the way the sleek Independent fuel tank flows down into the seat and from there into the frame, your eye takes in the bike in one smooth arc. Nowhere are wires to be seen, as they would just clutter up the flow of the bike, as would something so critical as a front brake line, but once you establish a theme, you gotta stick with it.

Molding of the bodywork and chassis is key to making the flow work so well, and to keep it top quality, the molding work is done in-house. Once completed, it's time for paint and here's where the Pitbull crew takes a departure from the normal approach. Mark says he and Mike have been paying close attention to the popular paint schemes found in hot rods and custom trucks. The flashy schemes

found in the 4-wheeled world are slickly adapted to Pitbull's sleds to give them a contemporary edge and also to add to the flow of the bike, to give the eye just the right amount of balance.

As you can see, there is no small amount of effort and thought that went into this bike. It helped forge the philosophy of Pitbull Motorcycle Company, which is to build the best damn bike at the best damn price. It seems they are on to something here and now with right-side drive 300-series choppers and a new entry-level, old-school chopper line developing, there's no doubt that Pitbull Motorcycle Company will be flowing into the marketplace like a tidal wave.

Nothing like a grand entrance, dontcha think? Our *Easyriders* model, Sasha sure thinks so.

—*Wordman*

Easyriders

passin' gas

A guy out on the golf course takes a high-speed ball right in the balls. Writhing in agony, he falls to the ground. When he finally gets himself to the doctor, he asks, "How bad is it doc? I'm going on my honeymoon next week and my fiancé is still a virgin in every way."

The doc says, "I'll have to put your penis in a splint to let it heal and keep it straight. It should be OK next week." So he took four tongue depressors and formed a neat little four-sided bandage, and wired it all together—an impressive work of art.

The guy mentions none of this to his girl, marries, and on his honeymoon night in the motel room, she rips open her blouse to reveal a gorgeous set of breasts. This was the first time he had seen them.

She says, "You'll be the first, no one has ever touched these breasts."

He whips down his pants and says, "Look at this, mine's still in the crate!"

T. Duke
Beeville, Texas

While driving home, a millionaire sees a homeless man eating grass along a dirty stretch of highway. He pulls over and goes up to the man.

"Don't eat that," he says. "It's full of road dirt. If you're hungry, come home with me."

Full of gratitude, the homeless man says, "Thanks but I have a wife too."

"No problem," the millionaire says, "Bring her along."

"I also have five children, a grandchild and many cousins," the homeless man continues.

"Now wait a damn minute," the millionaire says. "Just how big do you think my lawn is?"

J. DeBra
Ontario, Oregon

Corporate downsizing has led many to seek new careers and even new directions. For example, a former AOL tech decided to enlist in the Army and went off to boot camp. At the rifle range he was given some instructions, a rifle and bullets. He fired several shots at the target.

The report came from the target area that all attempts had completely missed the target.

The former AOL tech looked at his rifle and then at the target again. He looked at the rifle again and then at the target again. He put his finger on the end of the rifle barrel and squeezed the trigger with his other hand. The end of his finger was blown off whereupon he yelled toward the target area, "It's leaving here just fine. The trouble must be at your end."

R. Meyers
W.P.B., Florida

A bro shows up late for work.

"You shoulda been here at 7 o'clock!" his boss yells.

"Why?" the bro asks. "What happened at 7 o'clock?"

Rebecca
Citrus Heights, California

Moose's pad is on fire. With no help in sight, he takes matters into his own hands. He runs out of the house with his bike, props it against a tree, and runs back into the inferno. He emerges again, carrying his ol' lady over one shoulder and his rugrat over the other.

Placing them next to the bike, he plunges back into the inferno, only to emerge empty handed. Catching his breath, he returns to the burning house, again emerging empty handed.

As he was about to enter the inferno once again, a curious bystander asks, "Why do you keep going back into your burning house and not coming out with anything?

"I'm turning over my mother-in-law," answers Moose.

G.L. Weaver
San Bernardino, California

Three men were sitting naked in a sauna. Suddenly there was a beeping sound. One of the men pressed his forearm and the beep stopped. The others looked at him questioningly.

"That was my pager," he said. "I have a microchip under my skin."

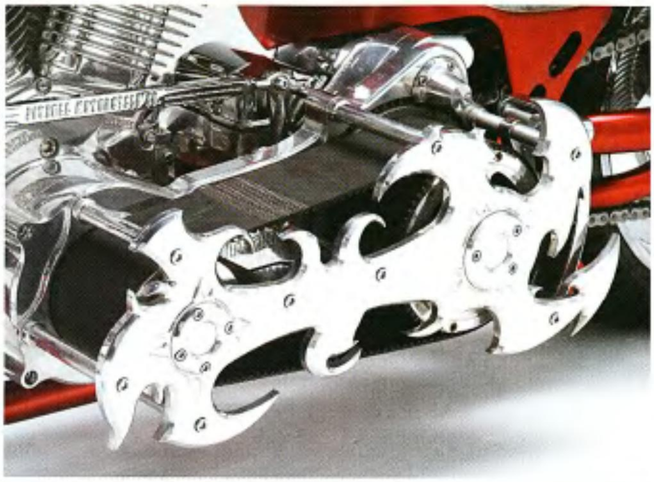
A few minutes later a phone rang. The second man lifted his palm to his ear. When he finished, he explained, "That was my mobile phone. I have a microchip in my hand.

The third man, an old scooter tramp, felt very low tech. Not to be outdone, he knew he had to do something just as impressive. He stepped out of the sauna and went to the bathroom. He returned with a piece of toilet paper hanging from his ass. The other two men raised their eyebrows and stared at him.

The biker shrugged. "Well, will you look at that," he said. "I'm gettin' another fax."

M. Gaspard
Greenville, Texas

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.



Owner: Pitbull Motorcycle Co.
City: .... Orlando, Florida
Designer: .... Pitbull Motorcycle Co.

General

Fabrication: .... Pitbull Motorcycle Co.
Year and make: .... 2004 Pitbull
Model: .... Pitbull Chopper
Assembly: .... Pitbull Motorcycle Co.
Time: .... 8 weeks
Chroming: .... National Metal

Engine

Year: 2004
Model: .... S&S
Rebuilder: .... Kendall Johnson
Ignition: .... S&S
Displacement: .... 124 cubic inches
Lower end: .... S&S
Balancing: .... S&S
Pistons: .... S&S
Heads: .... S&S
Cam: .... S&S
Lifters: .... S&S
Carb(s): .... S&S
Air cleaner: .... Wimmer
Pipes: .... Grumpys

Transmission

Year and make: .... 2004 Pitbull 6-speed
Modifications: .... none
Shifting: .... foot

Painting

Painter: .... Isaac
Color: .... Kandy black
Type: .... House of Kolor

Frame

Year: 2004
Builder: .... Danny Martin
Type: .... drop seat
Rake: .... 45 degrees
Stretch: .... 8 inches
Shocks: .... hidden

Accessories

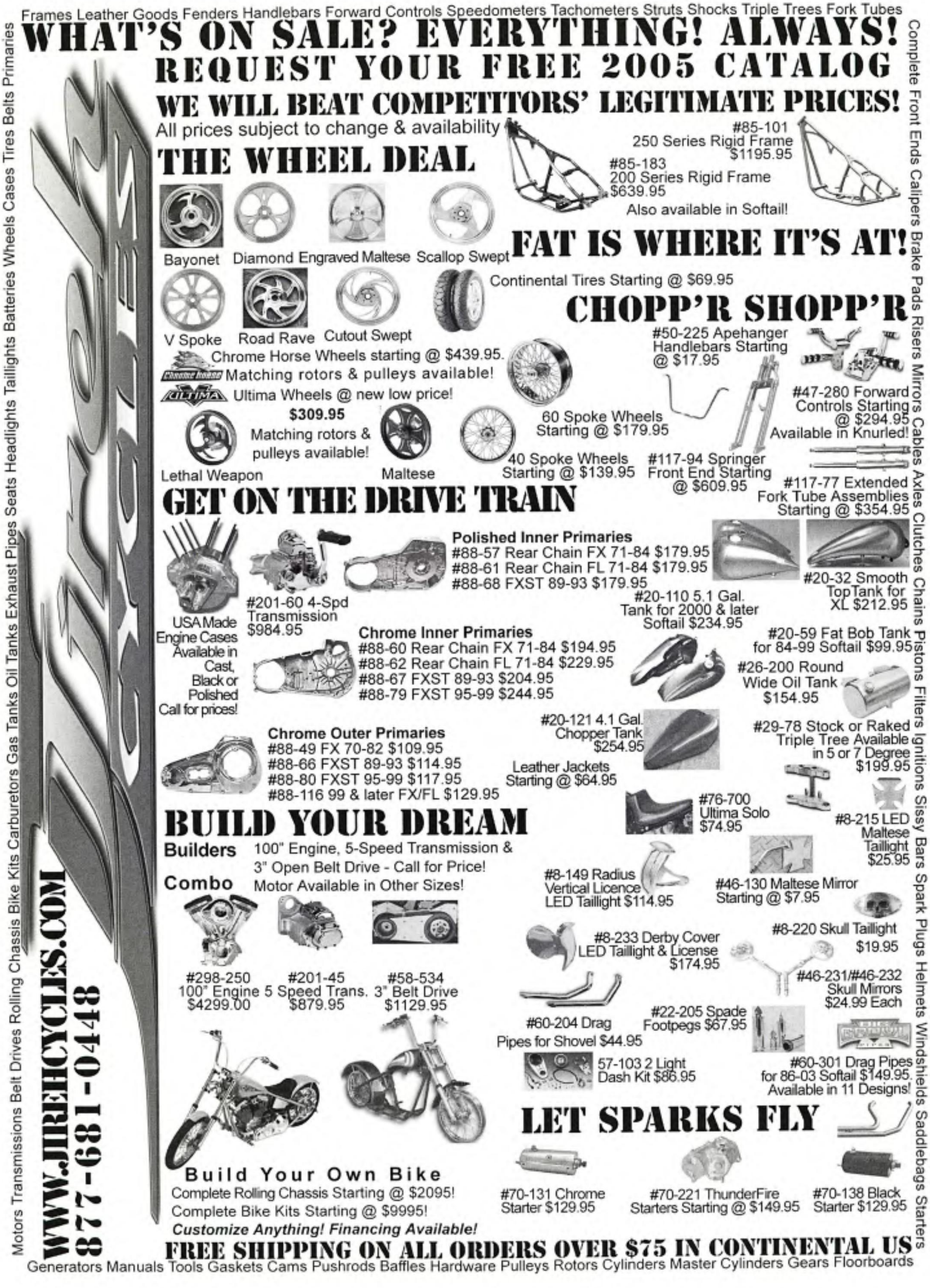
Bars: .... Ness
Handlebar controls: .... Performance Machine
Fender(s): .... Fat Katz (front)/ Pitbull (rear)
Headlight: .... Arlen Ness
Taillight: .... Hitech
Pegs: .... Pitbull
Electrics: .... Thunderheart
Gas tank: .... Independent Streamline
Oil tank: .... Danny Martin
Oil system: .... Pitbull Motorcycle Co.
Primary cover: .... Hitech
Seat: .... Thrasher
Mirrors: .... Wicked Image
Grips: ....Performance Machine

Forks

Type: ....Inverted
Extension: .... 16 over
Builder: American Suspension

Wheels

Size: .... 21-inch front, 18-inch rear
Hub: .... Weld/ Pitbull Motorcycle Co.
Tires: .... Avon
Brakes: Performance Machine
Other Special Modifications: .... hidden LEDs, body molding, PM hydro clutch, offset rim, 280 rear tire, stingray seat
Photography: .... Don Rodgers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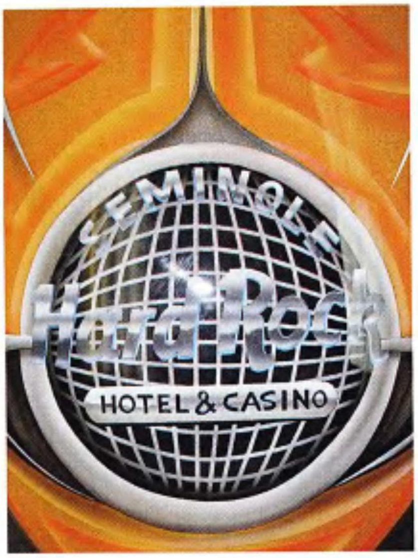


At the age of 15, faced with the prospect of going to school or learning a trade, Bones decided to take his stepdad up on the offer to teach him the craft of painting custom cars and bikes. He was raised in a family of gearheads, where everyone used to ride choppers when he was a kid. His stepdad painted dragsters in the '70s, and taught him the ropes of the business.

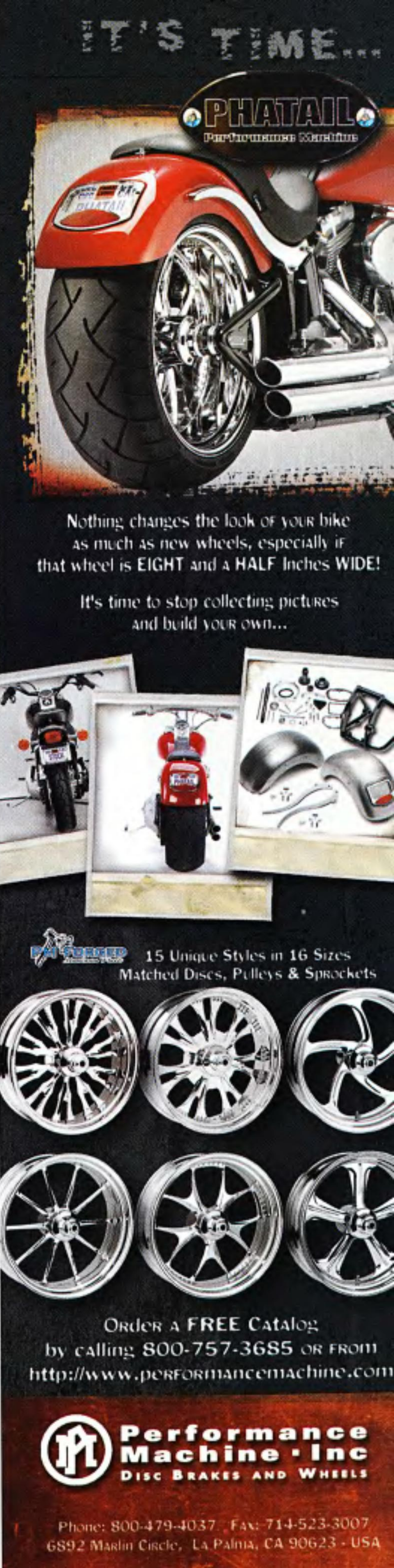
Now at age 30, Bones has 15 years of painting experience to fall back on. He is spraying exclusively for Eddie Trotta's Thunder Cycle in Ft. Lauderdale, Florida, these days and says that with the amount of bikes they are trying to do and the quality that Eddie demands, it amounts to a 60-hour-a-week job. The remainder of his free time he spends with his 1-year-old son.

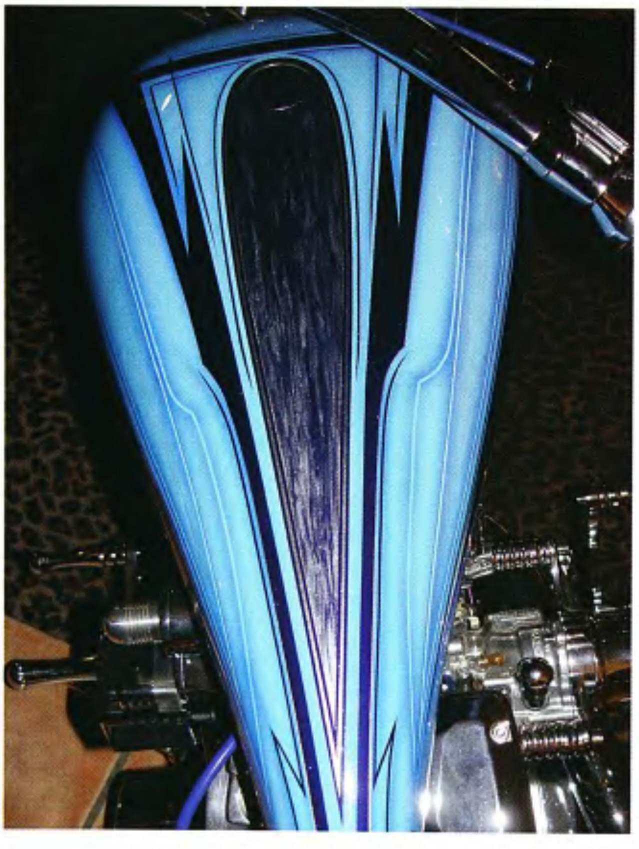
As a teen, Bones worked out of his garage and later got enough traction and notoriety to open his own shop. It remained in business for three to four years, before he closed it to work for a few select builders. He reopened the shop a second time, until Eddie spied his efforts and persuaded him to come to work full time at Thunder Cycle.

Bones recently enjoyed some airtime on *The Great Biker Build-Off* for the Discovery Channel, when Eddie Trotta competed with Russell Mitchell of Exile Cycles. "We had two days to paint the Discovery Channel bike for the *Build-Off*. I was under the gun the whole time, under the watchful eye of the camera."

The bike was painted in a silver-flake base coat, with transparent candy blue flames. It was a real crowd pleaser at the Atlanta Motorcycle Expo where a vote declared the Thunder Cycles bike the winner. He painted the third Camel Bike, the Hard Rock Casino Bike, the first 280-tire bike for Metzeler and a bike for Drag Specialties. His own personal bike was shot for an up coming issue of *Easyriders*.

Bones says that he is happy not to be a





Photos: courtesy of Bones

member of the computer age, as far as bike painting is concerned. While other painters employ computers to create stencils and spit out custom lettering, he prefers sticking to the old-fashioned technology, striping brushes for pin-striping and hand-drawn, or airbrushed artwork, but never employing stencils.

Now that silver and gold leaf are back in vogue, Bones is laying it down the time tested way, with glue and sizing and plenty of time for perfect results. He prefers to use PPG products for all his work and credits an excellent relationship with the local distributor for going the extra mile in mixing up one-of-a-kind colors just for him.

Thunder Cycle delivers the components to Bones in primer from their body shop, which does all the prep work. Eddie has a penchant for flames and skulls and other demonic elements, so it is always a challenge to come up with new one-off designs for his creations. The paint process can take from a week to a month, depending on the complexity of the project.

"Painting is my passion. I grew up around hot rods and Harleys my whole life and that's what I fell into." Now, even his 1-year-old son is getting in the act: "He's sanding, he's working," Bones chuckles. *—Kit Maira*

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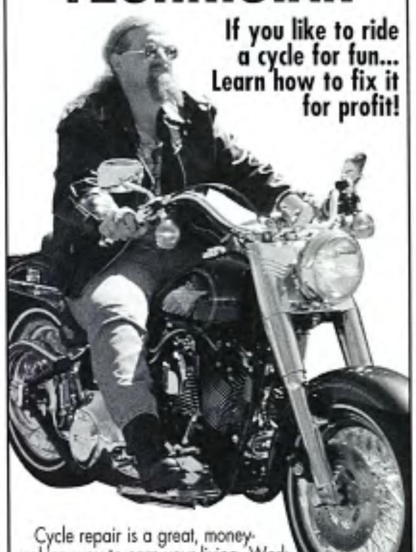

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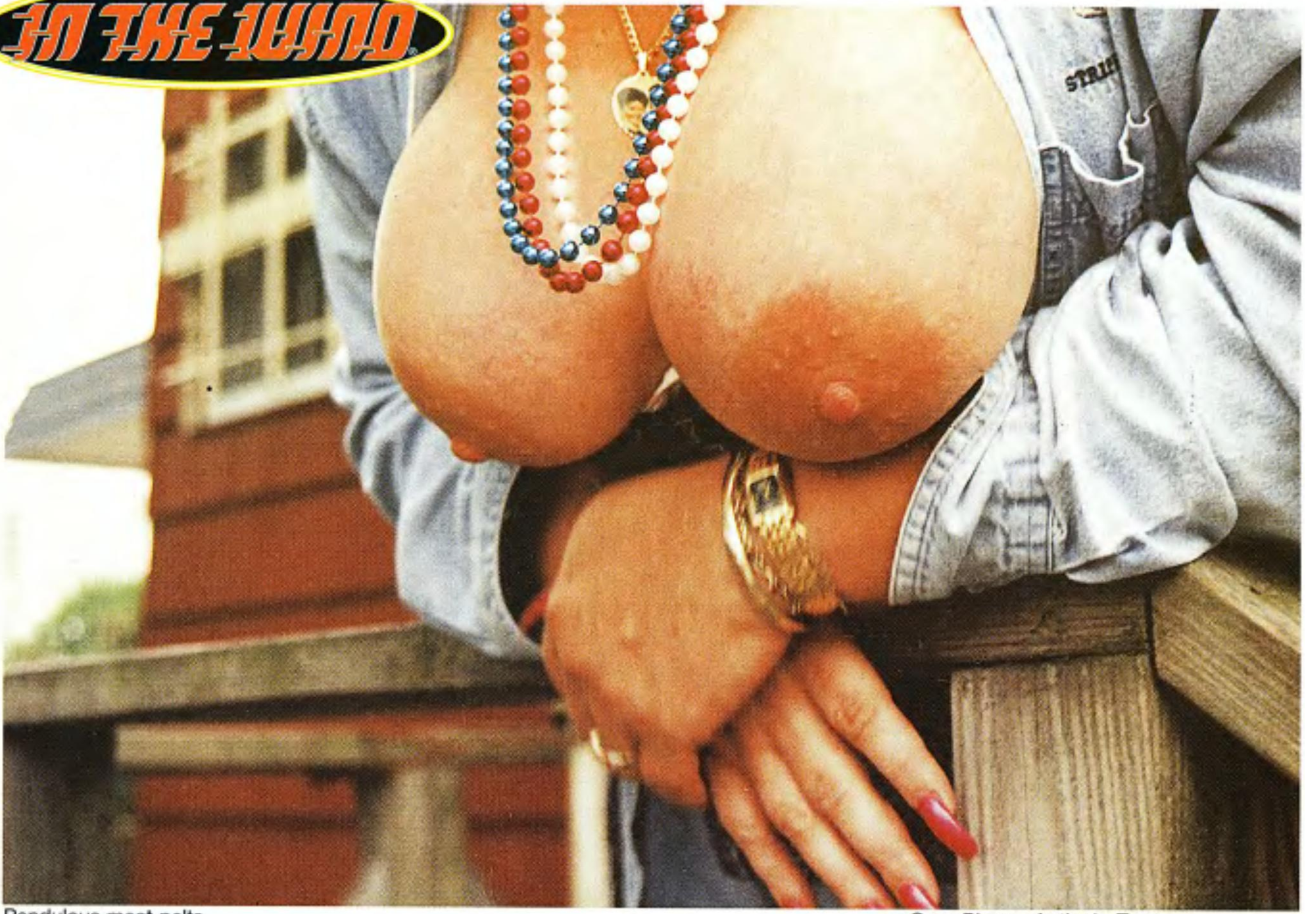


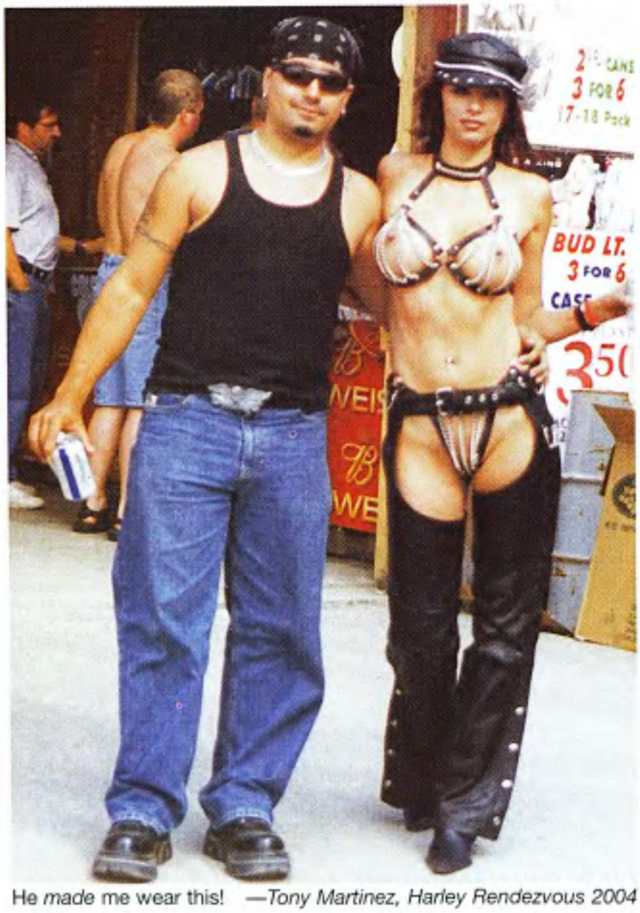
Pendulous meat pelts. —*Greg Pierce, Antioch, Tenn.*

Not a fairy but…a Harley angel? —*Judy Brown, Salisbury, N.C.*

Gonna be a cold ride home. —*Michael Pesapane, Duluth, Minn.*

Mrs. Claus vacations in Cali. —*Colleen Duffner, Toluca Lake, Calif.*

How much for the little girl? —Ben Martinez, Thornton, Colo.



He *made* me wear this! —*Tony Martinez, Harley Rendezvous 2004*

Nipple fungus at Republic of Texas rally. —*Joe Gerdes, Austin, Texas*

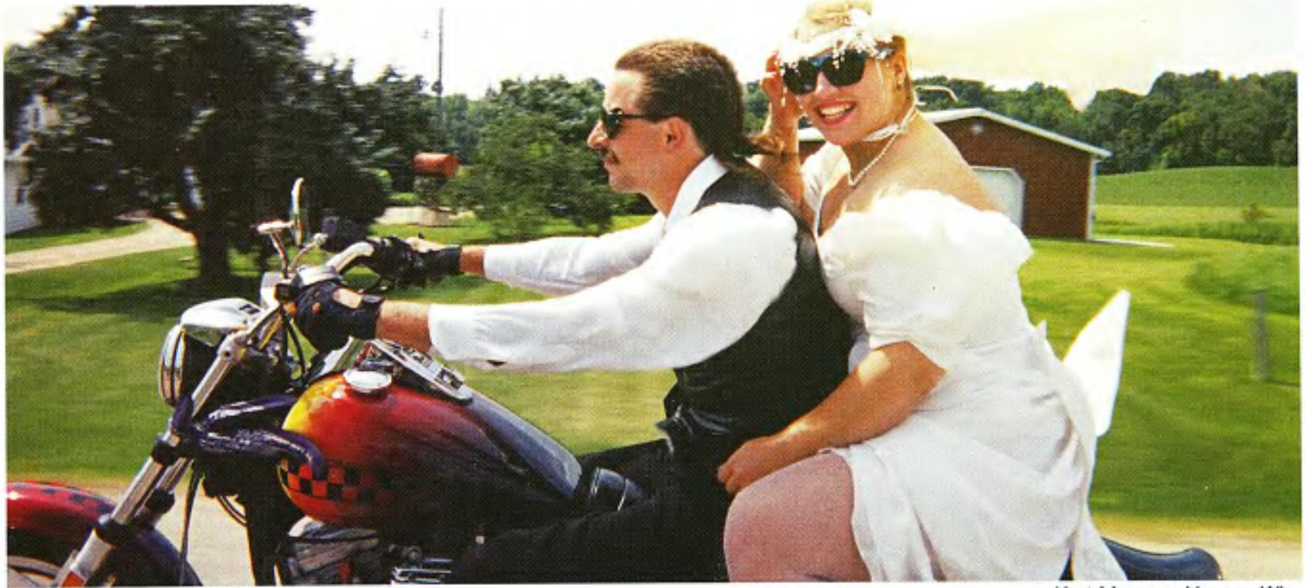
American-Vets MC escorts the 209th Supply Co. to a local base. Say, "Beer time!" —*Hot Shots Photography, Lafayette, Ind.*

Rebel drawers at Sparks America 2004. —*Stripe, Sparks, Okla.*

In memory of Anthony Jr., "Smoky." —*M. Antoinette, York, Pa.*

"Uh, Sorry, officer." —*Big Dave Brunn, Ormond Beach, Fla.*

That Irma is one sexy lady! —*Skulls, Grand Prairie, Texas*



Kurt and Laura, gettin' to the church on time. *—Kurt Messner, Verona, Wis.*

Found 'em in the garden. *—Ricky Joe Akridge, Hog Rock Rally, Ill.*

Captain America's house. *—Jim Leeper, Buffalo Grove, Ill.*

Trying to get attention...as usual. *—Willie, Tropical Tattoo, North Carolina Smokeout, Salisbury, N.C.*

Collectin' more beads. *—Katmandu, Salisbury, N.C.*

Harleys *do* attract women! *—Scags, Ride For Sight, Ontario, Canada*

A good use—at last. *—Dolores Rupert, Spring Church, Pa.*

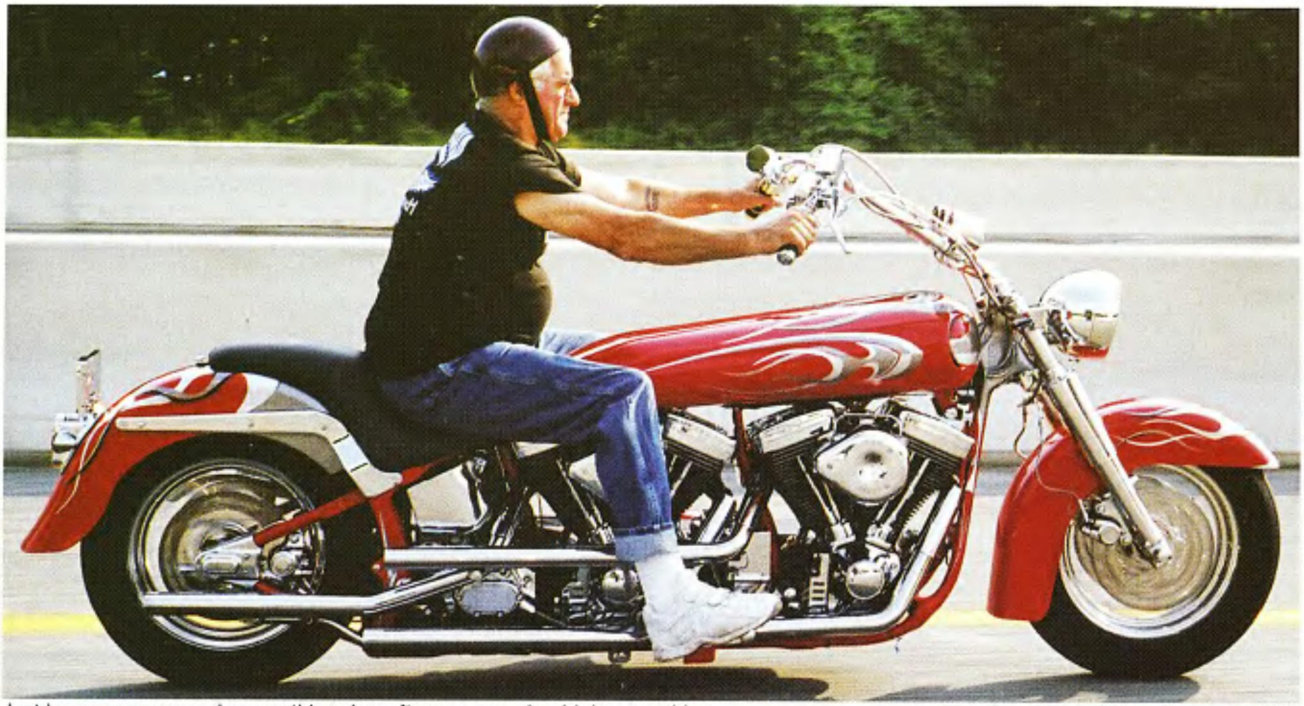
He's fallen, but he got up. —Damion May, Signal Hill, Calif.

That's just wrong. —Pamela LaLa, Laughlin Run, Nev.

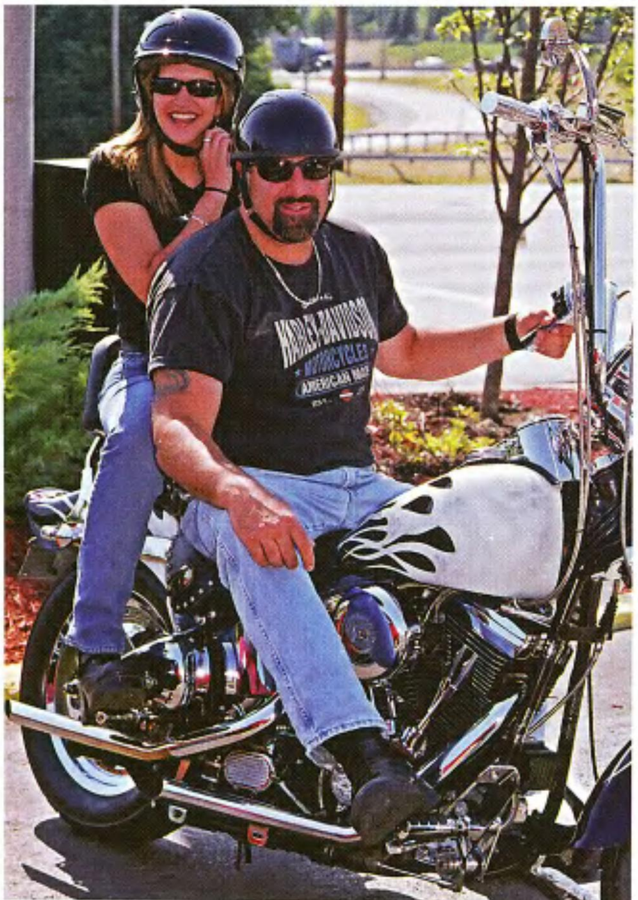
Gone to the dogs. —Lisa Baldwin, Kansas City, Mo.

We need more beer. —Grover Nunnery, Daytona Bike Week

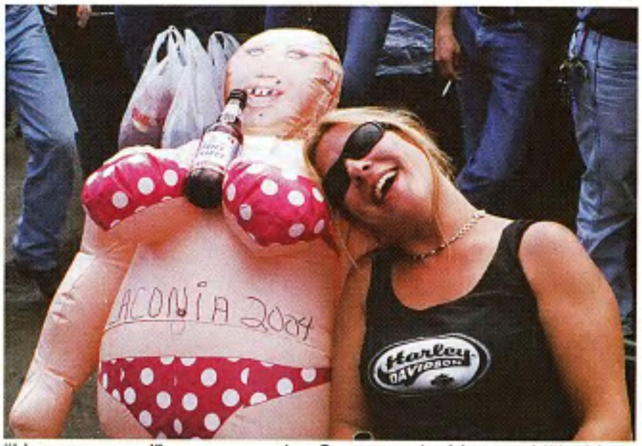
Old Canyon Inn, VNVMC run. —Karen Romero, Azusa, Calif.



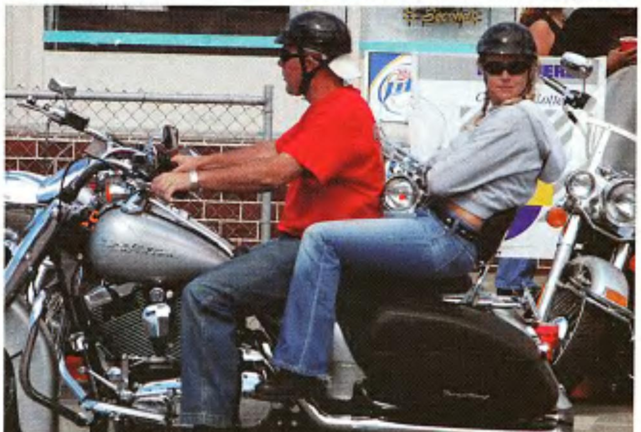
Just because you *can* do something doesn't mean you *should* do something. *—Kim G., of Dick Prime, Pawtucket, R.I.*



Take it slow, it's her first run to Conn. *—Rolly Bain, Newburgh, N.Y.*



"I love my mom!" *—Joe Summers Jr., Marston Mills, Mass.*



Enough of this shit. *—Mark Sherman, Hollister Run 2004, Calif.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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DRAG SPECIALTIES/KC CREATIONS "FATBOOK BIKE"

LIMESICLE

Drag Specialties' Tom Motzko and KC Creations' Kim Suter have been friends for 20 years, but things got strained a bit a few months ago when the DS honcho called Kim at his Kansas City headquarters and asked him to build a.... Sportster. There was a pause, then Kim said, "Well, not really."

Known for his fat-tired, big twin pro-streets, it was literally a step back in time for Kim who recalls that building the 100-inch S&S powered Sporty created a time warp '70s experience. "Back then I was building choppers, grafting on springer front ends. This project really was a case of a cycle repeating itself," Kim says.

The idea for the project stemmed from Drag's famous FatBook catalog and a couple new special products being offered, specifically the Paughco hardtail Sportster frame as well as their springer front end. So Drag had this Sportster frame and saw

DRAG
Specialties
DRAG
Specialties

DRAG
Specialties

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Specialties
XL6

that people were building old-school choppers using Sporty motors. Now, what was DS going to use for a powerplant? Open the FatBook and you'll find listed the S&S 100-inch Sportster motor which suited the plan to a tee, rather a vee.

So there was the frame, the motor and the front end, a done deal. Other goodies included a Terry Components starter, Flanders bars, JayBrake brakes, a Barnett Scorpion Sportster clutch, BUB Jug Hugger pipes, HotMatch kickstand and an EK chain, again FatBook available. Of course you needed a world-class builder to make it all work. Enter Kim Suter.

KC Creations had previously built a variety of different bikes, but this was a bit out of the norm in the sense that they were using only one supplier for most of the components. Drag and Kim worked closely together on the project, keeping within the FatBook ballpark, while Kim was given leeway to add his special touches.

Building a Sportster with a hardtail frame led Drag and Kim down the chopper path to include the pinstriping-scheme/sissybar look. So, what was the public's first reaction? Tom says, "Obviously the color alone kind of gets you going. Whether you like it or not, it does create a certain tension. Kim's painter Scott Thomas did such a great job of painting it, who could not like it to one degree or another?"

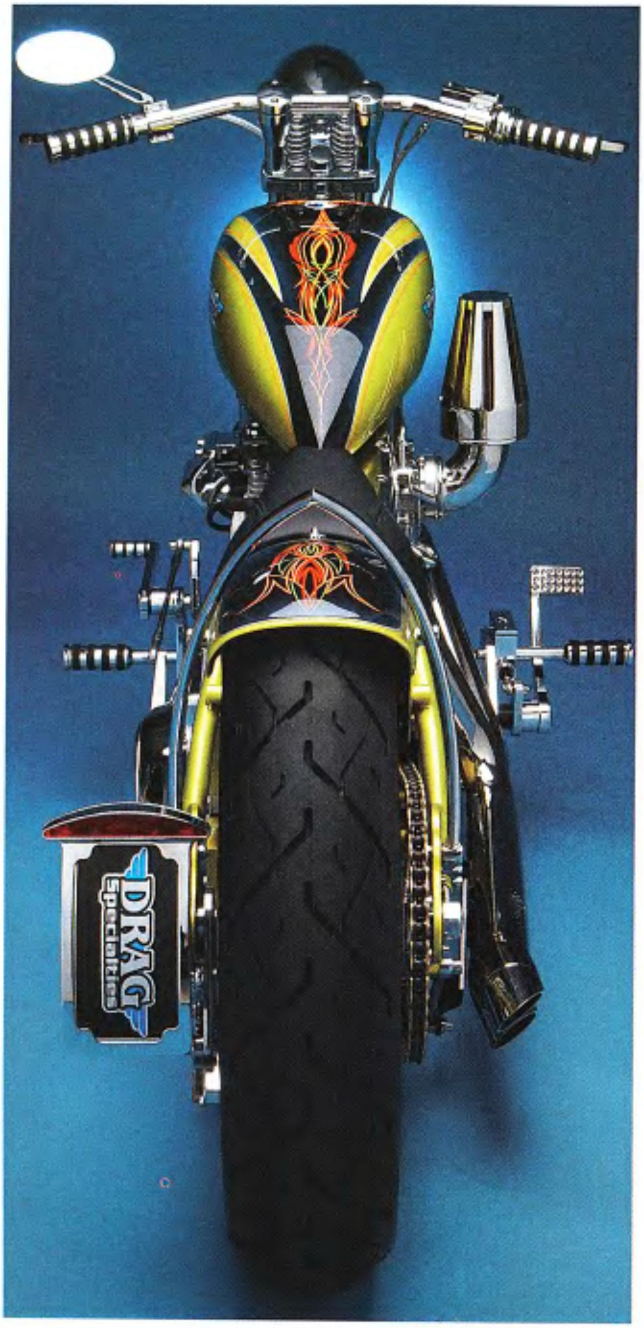
Says Kim, "We spent even more time fabricating this Sportster than most of our sheet metal bigger bikes. It seems like a simple deal…you've got a rigid frame, the Sportster motor and the springer, not a whole lot of pieces, but you also have a short area and a real thin area to work with. Basically all that was available was side-mount oil tanks with the battery in a big square tray sitting next to it…and I just couldn't do that. We didn't get too crazy but did our thing with those pieces. Like the sprocket cover. There weren't any covers that would fit the S&S layout so we made our own with a bit of a fin look."

But the end product smoothed things out. Says Kim, "With that Baker 6-speed and the 100-inch S&S, it's a pretty powerful little thing. It only weighs about 480 pounds. The calls and e-mails we get and the reaction Drag has been getting, have been very, very positive. I really liked working with Tom and Drag Specialties and look forward to doing more projects with them in the future."

One last question, Kim, what color is that? Just then KCC painter Scott Thomas entered the conversation. "It's limesicle." We asked, hey, did he just come up with that? "Yep," says Kim with a chuckle.

You can pick up a list of the catalog components from Drag Specialties, but think of the bike as a general template to create your own look. Get your FatBook by calling 608-758-1111 or log on to www.dragspecialties.com. If you've got a taste for limesicle, or any other flavor for that matter, contact Kim Suter and KC Creations by calling 800-821-9560 or their Web site at www.kc-creations.com.

—Paul Garson



Owner: ....Drag Specialties
City: ....Janesville, Wisconsin
Designer: ....Kim Suter/ Drag Specialties

General
Fabrication:................KC Creations
Year and make: 2004 FatBook bike
Model: .... Limesicle
Time: ....5 months
Chroming: ....A & A Plating

Engine
Year: 2004
Model: ....Sportster
Rebuilder: ....KC Creations
Ignition: ....S&S
Displacement:......100 cubic inches
Lower end: ....S&S
Balancing: ....S&S
Pistons: ....S&S
Heads: .... S&S
Cam: ....S&S
Lifters: ....n/a
Carb(s): ....S&S
Air cleaner: ......D&M Custom Cycle Power Flow
Pipes: ....Drag/BUB Jug Huggers
Mufflers: ....n/a
Transmission: ....Baker
Modifications: 6-speed
Shifting: ....foot

Painting
Painter: ....Scott Thomas
Color/Type: ....limesicle
Special paint: ....Scott Thomas

Frame
Year: 2004
Builder: .... Paughco
Type: .... rigid
Rake: ....30 degrees
Stretch: ....none
Shocks: ....none
Modifications: ....a bit

Accessories
Bars: ......Flanders 1-inch drag bars
Handlebar controls: ....PM
Fenders: ....Russ Wernimont "Loner"
Headlight: ..Headwinds Concourse
Taillight: ....Drag
Front pegs: ....JayBrake
Rear pegs: ....none
Electrics: ....KC Creations
Gas tank: ..Independent Streamline
Oil tank: ....Paughco
Oil system: ....S&S
Seat: .... Drag/La Pera
Sissybar: .... KC Creations
Mirrors: ....Drag/Ness
Grips: ....JayBrake

Forks
Type: ....28-inch wide Springer (non-shock)
Extension: ....n/a
Builder: .... Paughco

Wheels

Front
Size: .... 18 inches
Wheel: ..Drag/Roadwings 60-spoke
Tire: .... Avon
Brake: ....JayBrake

Rear
Size: .... 21 inches
Wheel: ....Drag/Roadwings
Tire: .... Avon
Brake: ....JayBrake
Photographer: ....Edge Advertising

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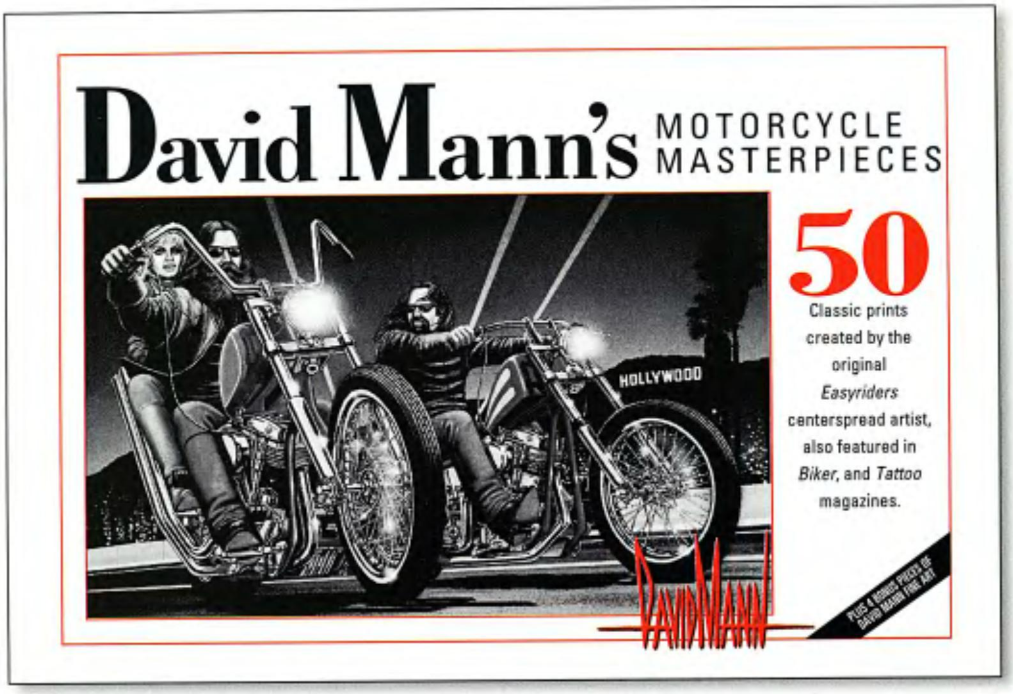

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Meet August's Winner

Oh I wish I was in the land of cotton...I truly believe there is something being placed in the water in the southern states of this country. No, I'm not referring to some type of "slow" gene, nor am I talkin' about someone's uncle-daddy and his twin relieving themselves off a bridge. I'm talkin' about the fine crop of cuties we seem to get from that area of the country, your August Fox Hunt winner, Marcie, hailing from South Carolina, being no exception. When we find one of these fine specimens, we immediately fly them to one of our studios to help remind OUR significant others that girls like this are out there and THEY need to keep up (married guys all over the nation just stood and applauded). Anyway, our NorCal photog, Mike Chase, was more than happy to shoot little Miss Marcie aboard a well-built Arlen Ness chopper, owned by John Machi. Marcie and her hubby then spent a few extra days exploring San Francisco on their own. Funny, haven't heard from them since.... *—Stu Pidass*

Amber—Virginia

#0101

"I don't really remember my first ride, but it must have done something to me. Now, I'm more at home on a bike than anywhere else."

Charity—North Carolina

#0102

"Yes, that's my real name...as far as you know anyway. My first ride on a bike was the absolute best 80mph sex I have ever had."

Dana–Maryland

#0103

"I screamed the entire time. Now I just want to ride faster, longer, and harder...."

Lisa–Ohio

#0104

"I was 15 and burnt my leg on the tailpipe. Now I pay more attention to the rider, not the ride."

Rachel–Tennessee

#0105

"On my first ride I was so scared I could barely move. Then I discovered that sitting on the fender just the right way gave me another reason not to move around."

Sonia–Texas

#0106

"My first ride made me feel wild and out of control. It was an experience that would influence my lifestyle—more wild, sometimes less controlled."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, color slides, or digital images (on a disc, 3 megapixel minimum)—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #378 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes November 30, 2004. The voting deadline for this month's crop of cuties is December 30, 2004. We'll announce the winner in the May 2005 issue.

Here she is, your September 2004 monthly Fox Hunt winner, Lucky, No. 0904 from the Show Me state of Missouri. Come back and see her next month and see what she shows us then!

379

FOX HUNT
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Model's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Home Phone ( ) __________ Cell Phone ( ) __________
Date of Birth __________ I am __________ years of age
I will pose nude __________ Topless only __________
Model's Signature ______________________

Photographer's Name ______________________
Address ______________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ______________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

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CHROME TREES STEEL 146.03 up BILLET 198.84 up
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DUAL DISC CALIPERS 180.26 pr. up
TOMBSTONE TAIL LIGHT 21.94
STOCK TAIL LIGHT 20.79 up
CLUTCH HUB PULLER 22.38 up
BRAKE PADS 4.60 pr. up
FLT-FXR STABILIZER BAR 24.34 up
FLT-FXR MOTOR MOUNT 19.54 up
BARE BONES SEAT 99.83 up
WHEEL PULLEY 143.94 up
GENERATORS BLACK 99.78 CHROME 124.40
CABLE CLAMPS 6.94 up
COIL COVERS 7.87 up
CHAIN DRIVE PRIMARY KITS 753.59 up
PRO CLUTCH 394.84 up
CHROME AXLE KITS 23.99 up
FRAME COVERS 27.54 up
TAPPET BLOCKS SHOV 81.33 up EVO 97.94 up BILLET 181.24 up
3" BELT DRIVE KIT 1125.47 up
ROD SETS 131.16 up
BRAKE TEE 8.76 up
M/CYLINDER 34.89 up
CALIPERS 112.64 up
AXLE COVERS 6.51 up
TRANS. ADJUSTER 17.62 up
TRANS. MOUNT PLATE 11.03 up
STARTER MOTORS BLACK 106.66 CHROME 116.46
FRT FENDERS 23.46 up
FLOOR BOARDS 31.20 up
FXST PIVOT BOLT COVERS 7.78 up
TIRES C-SHIN 24.49 up KENDA 38.45 up MAXIS 40.37 up AVON 54.94 up
BREATHER GEARS STOCK 39.94 up S&S 44.83 up
IGNITION SWITCH 16.60 up
RAIL GRIPS 13.66 up
HEADLAMP ASSY. 85.46
THROTTLE 7.82 WITH GRIPS 13.56 up
REAR FENDERS STEEL 18.94 up STRUTLESS 178.36
ANTI-VIBE PEGS w/HEEL STIRRUPS 48.84 up
LIGHT HOUSING 101.76
POINTS CONVERSION KIT 28.26up
CHROME BILLET LOWER LEGS 312.94 pr.
H-BARS 14.93 up
FENDER STRUTS 43.59 pr. up
FAT BARS 68.54 up
T-BARS 49.94 up
MIRROR CLAMP 6.60 up
HEAD BOLT COVERS 12.06 up
AXLE PLATES 11.62 up
FORK TUBES 62.03 up
SPEEDOMETER DRIVE UNIT 19.54 up DRIVE COVER 6.20 up
SHIFTER BRACKET 19.54 up
EXHAUST SYSTEMS SAMPSON 202.45 up VANCE & HINES 259.84 up PYTHON III 289.84 up SUPER TRAPP 369.84 up WHITE BROS 389.84 up
REAR GUARDS BELT 18.60 up CHAIN 27.38 up
KICK PEDAL BLACK 6.49 up RAIL 16.04 up
CHAPS 49.94 up
HEAVY DUTY CYL. BRACE 19.42 up
BILLET MASTER CYLINDER 85.05 up
KICK STAND KIT WITH MOUNT 26.75 up 38.16 up
THUNDER JET 44.84 up
MINI GAUGES 29.23 up
FOWARD CONTROLS CHROMED BT-XL 67.13 up EVO XL 1986-UP 210.54 up
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ONE LOUD VIKING CHOP

WINNER TAKES ALL

One of the past season's winners on the Scandinavian bike show scene, 27-year-old Johan Bengtsson from Växjö, Sweden, tells us how it feels to end up in the spotlight as a winner. He also tells us why he spends at least 50 euros a month on all the international custom bike magazines he can find, why he wants to swap his 1570cc motor for a standard engine and what it feels like to ride around with straight pipes that are pointed right at his head.

We arranged to meet Johan at a beach right outside his hometown of Växjö. At the exact time, Johan thunders into the parking lot, kills the motor and extends a big strong right hand. The interview can begin and I started with the question that interests me the most.

"Don't those pipes give you a headache after a while?"

"What did you say?"

"I said, isn't that exhaust system hell on your ears?"

"How many gears? It's got a 4-speed transmission."

"No, no…I'm talking about the DRAG PIPES!" Sheesh.

"Bad guys? Nah, me and my friends just like to ride and have some fun."

OK, the interview didn't really go like that. But, Johan claims his drag pipes from Xotic Cycle Works aren't the eardrum killers that you might believe. "The noise sort of passes right behind my head, it hasn't bothered me so far and I don't think I suffer from any hearing damage yet," Johan told us.

The first time we met Johan, he was at the campsite of the High Chaparral party and bike show. It was Friday evening and Johan was in top form, to say the least. Which of course led to his feeling not so great on Saturday morning. He was stretched out very quiet in the shade under a tree and telling his buddies in a hoarse whisper: "Fuck that bike show, I don't have any chances of winning anyway." He then threw up in his boot.

"But everyone just screamed at me that I had to pull myself together and enter my bike in the show," Johan remembers. "Then Calle and Bengan from Calles Chopperdelar, who have helped me with a lot of the parts, made me drink a lot of strong coffee and forced me over to the show area."

In retrospect, Johan of course thinks it was well worth the trouble. "But I was totally unprepared for winning first prize in the chopper class, and it made me real nervous to have to get up on stage for the trophy ceremony and answer a bunch of questions in front of a big crowd."

The story of this chopper really begins a couple of years ago when Johan rode a Buell S1 Lightning. He sold it to one of his friends and bought a 96-cubic-inch Evo chopper. Johan had planned to redesign his new bike a tiny little bit to suit his personal taste. "A tiny little bit…" yeah, right. Today there's nothing left of the original chopper except the motor/gearbox and the headlight. The rest of the parts have been sold.

Johan is a construction worker and his specialty is mounting the glass in shops' picture windows and stuff like that. He works all over northern Europe and at the moment he spends most of his time in Oslo, Norway, where he happily tells us the wages in this wealthy oil-producing country are just as generous as you'd probably expect.

Since he's only home on weekends and a lot of his free time is spent with pumping iron at the gym, there isn't a lot of time left for bike-building. Johan has gratefully accepted a whole lot of help from some friends at a company called

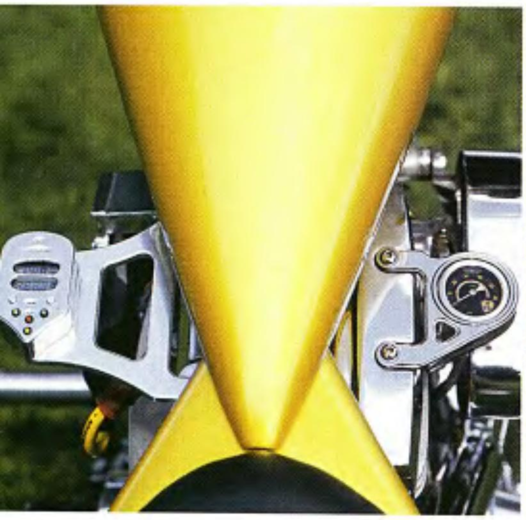
Calles Chopperdelar in Moheda, Sweden.

"A lot people have been involved with the work on this chopper, my brother Christian for example, but most of the work has been done by me and Bengan at Calles Chopperdelar," he explains. "I designed parts like the oil tank with the help of cardboard patterns from pizza cartons and stuff like that, and then Bengan turned my ideas into reality. I did the final assembly myself. All in all it took six months."

Checking out the final results, it immediately strikes you that this is something more than just a typical Swedish long fork chopper. Ingredients like the revolver-drum risers, the upswept drag bike-type pipes and the dramatic lines of the oil tank reveal that a lot of the inspiration comes from the big country across the Atlantic.

"I buy all the international biker magazines I can get my hands on, to get fresh ideas and stay updated about new stuff," Johan says. "At least 50 euros a month gets spent on custom bike literature. My favorites among the builders are Billy Lane and Jesse James. The aim with this bike has been to give it a nice mix of Swedish and American design."

—Totte Wiman



Owner: ....Johan Bengtsson
City: ....Växjö, Sweden

General
Builder: ....owner and Calles Chopperdelar
Model:................................chopper
Time:................................9 months
Chrome: ....Calles Chopperdelar

Engine
Make:................................S&S Evo
Displacement:........96 cubic inches
Carb:..........................S&S Super G
Cam: ....Only the previous owner knows
Ignition: ....Dyna
Exhaust system: ....Xotic

Transmission
Primary drive: ....chain
Clutch:......................................BDL
Gearbox: ....RevTech 4-speed
Miscellaneous: ......hydraulic clutch

Paint
Painter: ....Stefan
Paint: ....House of Kolor
Color: ....yellow-gold Kandy

Frame
Manufacturer:........................Calles Chopperdelar
Type: ....rigid
Rake: ....53 degrees
Stretch:.............................5 inches
Material: ....Chrome-moly
Miscellaneous: ....steering head moved back 1 inch

Front end
Manufacturer:........................Calles Chopperdelar
Triple trees: ....6 degrees over
Extension:.........................26 inches

Accessories
Handlebars: ....Calles Chopperdelar/owner
Risers: ....Choppers Inc. .44 Magnum
Headlight: ....Long Bates
Taillight:.............................Sargasso
Rear fender: ..Calles Chopperdelar
Gas tank: ....Jesse James Villain, modified
Oil tank: ....Calles Chopperdelar/owner
Seat: ....Calles Chopperdelar
Hand controls:..............Arlen Ness, homemade grips
Foot controls:.........................owner

Wheels
Size: ......21-inch front/18-inch rear
Tires: ....Avon
Brakes:.......................................ISR
Photos:....................Siwer Ohlsson

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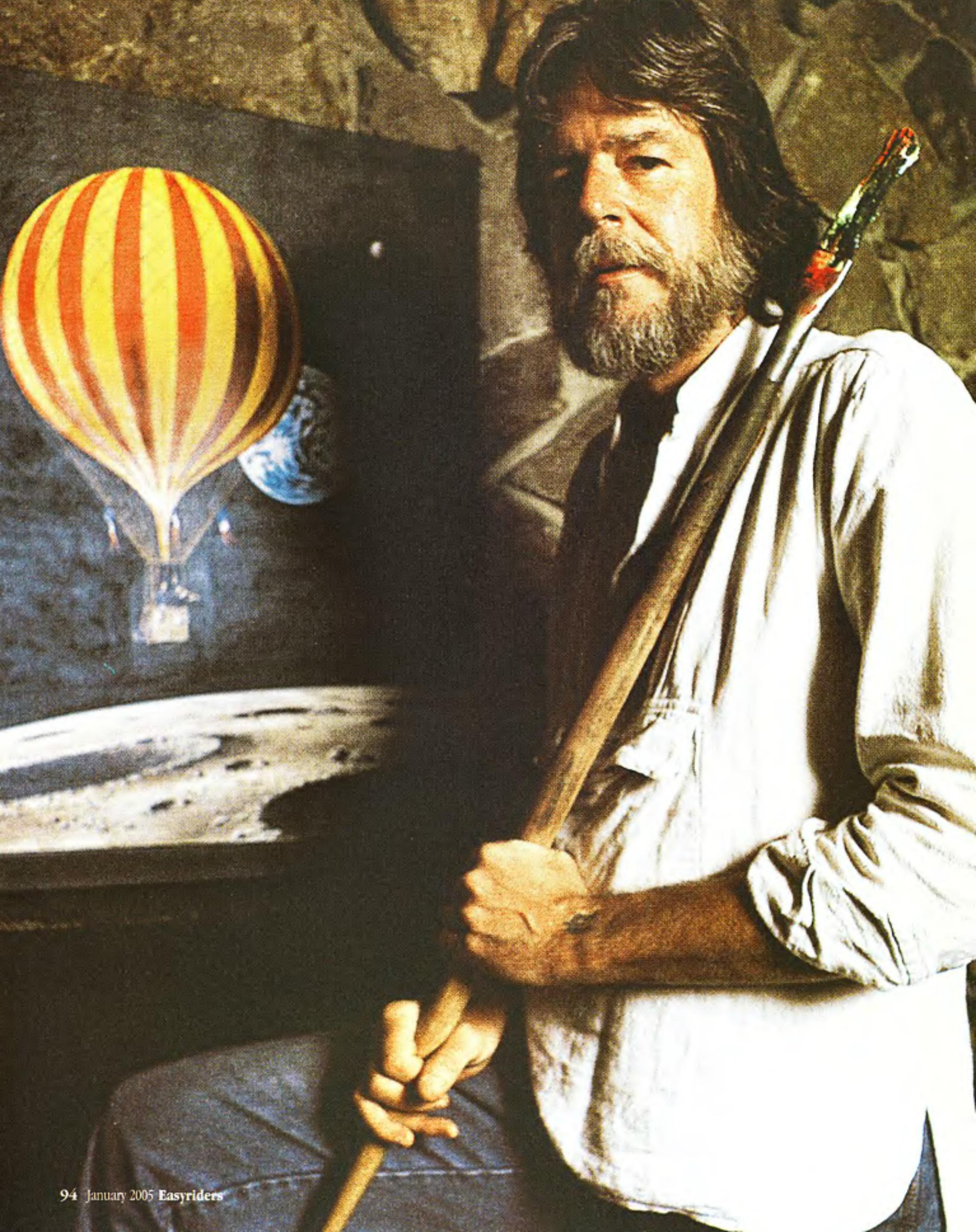
DAVE MANN RIDES AHEAD



The man who has become synonymous with and defined *Easyriders* magazine has ridden on ahead. On September 11th, 2004 at 3:43pm (the day after his 64th birthday), artist extraordinaire, David Mann passed out of this dimension. He will forever be remembered as the Norman Rockwell of the biker world.

David Mann created his first painting of the motorcycle culture in 1963. That painting, Hollywood Run, and his cool customized 1948 panhead accompanied him to the Kansas City Custom Car Show. There he met Tiny, a 1%-er who became one of his best friends. Tiny sent a photograph of David's painting to Ed "Big Daddy" Roth, the famous car customizer, father of Rat Fink and publisher of *Chopper* magazine. Ed bought the painting for $85 and a career was born. David went on to do 10 more paintings for Roth.

In 1965 David Mann went to work for the Sheffer Studios in Kansas City, where he met Dave Poole, an architectural renderer who taught him how to use the airbrush and render drawings. David went on to study at the Kansas City Art Institute, further refining his craft.

In 1971 David saw his first issue of *Easyriders* magazine, and an ad for artists and illustrators caught his eye. The publishers liked his work and he was hired to do his now famous center spreads of the biker lifestyle. His artwork illuminated issue No. 3 and his work has been featured in *Easyriders* and *BIKER* magazine ever since.

David Mann's art is loved by bikers everywhere because of his uncanny knack of finding the essence of the riding experience and the lifestyle we love. His paintings derive from personal experience and his heart and honesty shows in every one of his paintings. His imagination and wit coupled with his attention to detail are hallmarks of his style, one that is wholly his own.

In the late 1970s and early 1980s, many bike customizers would look at David's paintings and then actually build the bikes that he designed. Often, David would exaggerate the rake of a frame, the length of a front end, a high sissybar, apehangers or pipes for artistic effect, and builders would then create the bikes he had drawn. In this way David Mann had become one of the fathers of custom chopper design.

Back in the November 1983 issue of *Easyriders*, a painting by David called Ghostrider forever captured the heart of bikers everywhere. It shows a righteous chopper rider jammin' through the desert somewhere in the southwest. Riding just off to his left and out of the biker's sight is the ghostly spirit of a pony express rider. Something about that painting caught the imagination of a whole generation of Harley riders, and the rest is history.

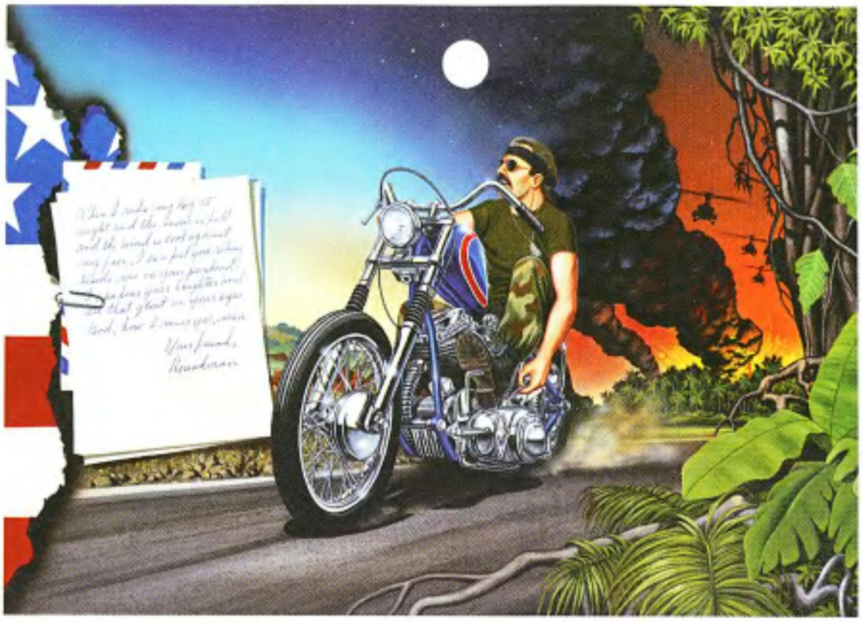
This past year David was inducted in the National Motorcycle Hall of Fame and the Sturgis Motorcycle Hall of Fame. Many of his original works were seen during the Sturgis Rally at the Journey Museum in a tribute to David put on by Michael Lichter and Segal Fine Art.

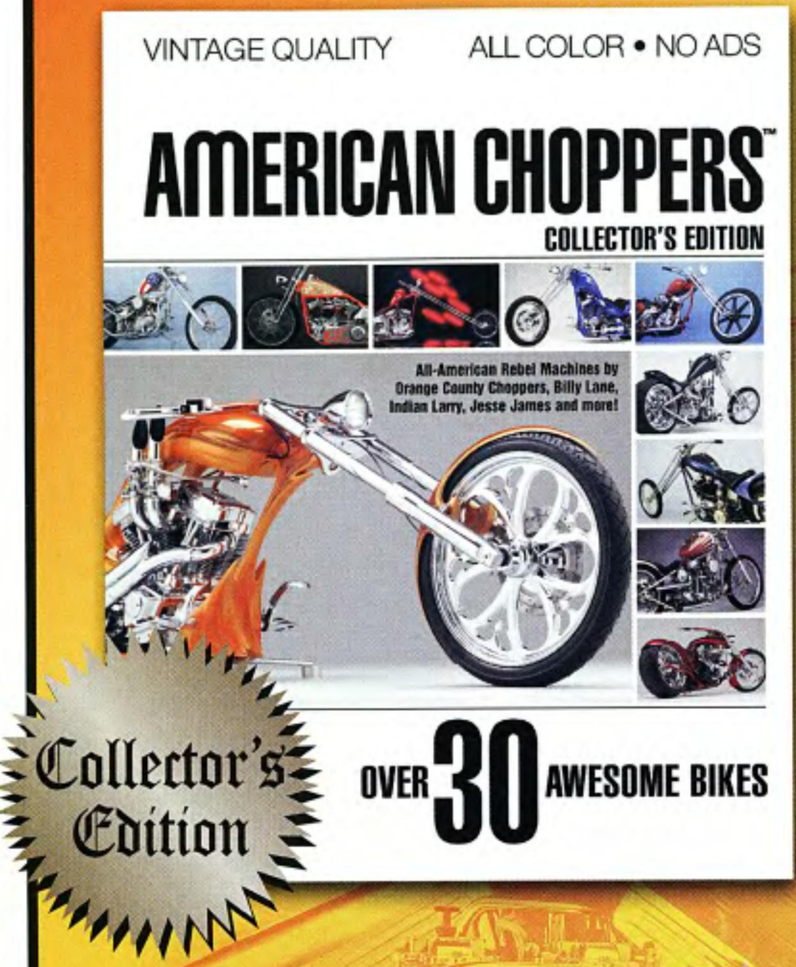
Master bike builders and notables from all over the country such as Arlen Ness, Dave Perewitz, Donnie Smith, Billy Lane and Willie G. Davidson were on hand to see David's paintings and were able to speak to him over the phone from his hospital room.

David said that his outlook on life is one of having fun, enjoying life and freedom, and, "Don't let the bastards get you down." Right on, brother.

David Mann leaves behind his loving wife, Jacquie; son, Jamie Mann; stepdaughter, Tracy Scott; stepson, Timothy Scott; four grandchildren, Brittany, Briana, Taylor and Lance; brother George Mann, stepmother, Hazel Mann; and the rest of the two-wheeled world mourning his passing. He has gone off down the road ahead, clearing the way for bikers everywhere.

—The Easyriders and BIKER crew





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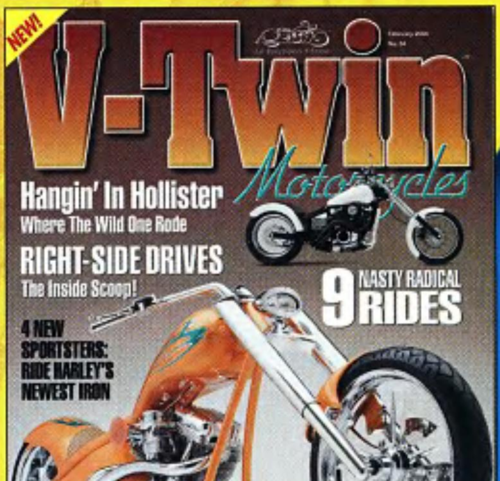

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5EVP4

JOHN AND CINDY MACHI'S Y2K WILL KNOCK YA OUT!

A-NESS-THETIZED

Twelve years ago, John Machi was riding rice rockets. In those days, there was some negativity associated with being seen at a San Jose, California, bike night on any sort of cruiser, bobber, touring bike, or (gasp!) a chopper. Then, one of his neighbors, John Borneman, introduced him to Cory Ness and John M's opinion of American V-twin motorcycles was instantly and eternally changed.

John M bought a genuine Harley Heritage Softail in the late-90s. His neighbor, John B, and his new friend Cory had it promptly gutted so a few "Ness-essities" could be substituted to lend some needed personality to John M's ride.

John M would prominently display his customized Heritage closest to the front door of the gym. While working out, John noticed an attractive young lady who seemed to have her eye on his bike. He was in a nightclub the first time they actually met, and she wanted to know if he was the guy who was always riding that gorgeous motorcycle and parked it in front of Gold's Gym.

Their first date was a ride up in the Frisco Bay area. The two have been inseparable ever since. Cindy soon became John's better half, and she loves to ride almost more than he does.

Over the last few years, John M and Cory have become close friends. During that time, John re-customized the Heritage two more times before Cory made him an offer no one could refuse. Cory would sell his bike and build anything John wanted, for whatever it would sell for. There could not be a more painless way to ride a show quality, Ness custom bike. Within two weeks, the Heritage was gone and Cory was starting to build John's dream ride.

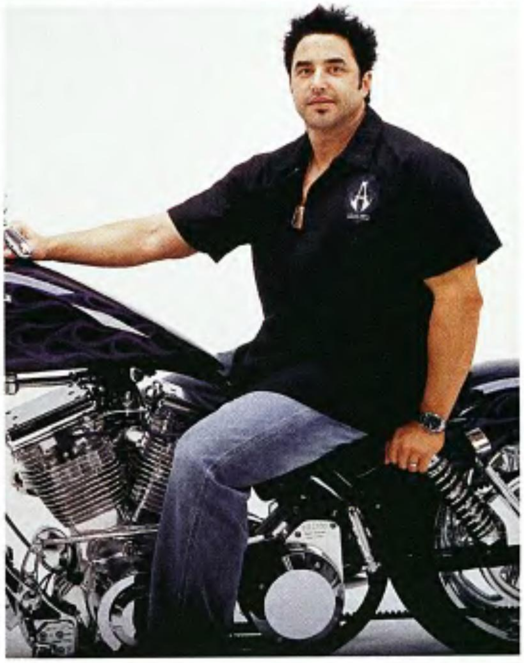
John wanted a clean chopper with an Avon 250 tire and plenty of motor. Cory had these really cool Evil 7s prototype wheels sitting in his office, which John obviously liked a lot and so became the first guy rolling around on a set of them.

Even a year later, Cory is still sweating details about John's bike. Though the bike features nearly 90% Arlen Ness parts, no one has ever asked if it was a Ness custom. The idea to hook John up with Kim from Defiant Customs in Anaheim, California, for paint was Cory's. Kim kept John fed with daily updates about the progress of his project

and personally drove up to the Ness compound in Dublin, California, to deliver the splendidly rendered, deep purple art. Check out all of the new Ness goodies and get your ride some personality of its own from Cory and the gang off their Web site www.arlenness.com.

Cindy's support and eagerness to contribute to John's new bike were a giant part of what it took to build this black and purple beauty. It rides so well that John can't seem to keep her off of it. Just last year, she rode behind John all the way from Memphis, Tennessee, to Arkansas on nothing more than a Phantom pad. John's favorite ride is to Sturgis, South Dakota. He's made the Black Hills Rally three times, and this year he's bringing Cindy along.

We sure hope Cindy doesn't mind our Fox Hunt winner, Marcie from South Carolina, slidin' around on John's putt. As far as we're concerned, she's the icing on this two-wheeled cake.Or did it have something to do with the wording on Page 84? *—Cheesecake*



Owner: .... John Machi
City: .... San Jose, California
General
Fabrication: .... Wayne Houk
Year/make: .... 2003 Ness Chopper
Model: .... Ness Y2K
Assembly: .... Wayne Houk
Time: .... 4 months
Chroming: .... Hi-Lustre
Engine
Year: .... 2003 TP Engineering
Rebuilder: .... Arlen Ness
Ignition: .... Crane
Displacement: .... 124 cubic inches
Cam: .... TP Engineering
Carb: .... Mikuni
Pipes: .... Martin Bros.
Transmission
Year/make: .... 2003 Arlen Ness
Painting
Molding: .... Defiant Customs
Painter: .... Defiant Customs
Color: .... black
Type: .... House of Kolor
Special paint: .... purple flames
Frame
Year/make: .... 2003 Arlen Ness
Type: .... Ness Y2K
Rake: .... 40 degrees
Stretch: .... 4 inches up and 5 inches out
Shocks: .... Progressive
Modifications: .... Cory Ness
Accessories
Handlebars: .... Choppers Inc.
Risers: .... Choppers Inc.
Handlebar controls: ...... Arlen Ness
Fenders: .... Arlen Ness rear, Paul Yaffe front
Headlight: .... Arlen Ness
Taillight: .... Arlen Ness
Pegs: .... Arlen Ness
Foot controls: .... Arlen Ness
Electrics: .... Arlen Ness
Gas tank: .... Arlen Ness
Oil tank: .... Arlen Ness
Primary: .... Primo
Seat: .... Arlen Ness/Corbin
Mirrors: .... Arlen Ness
Grips: .... Arlen Ness
Front end
Type: .... 8 inches over
Builder: .... Arlen Ness
Wheels
Make: .... Evil 7s by Arlen Ness
Hub: .... Arlen Ness
Size: 18 x 8.5 rear, 21 x 2.15 front
Tires: .... Avon
Brakes: .... Arlen Ness
Photos: .... Mike Chase

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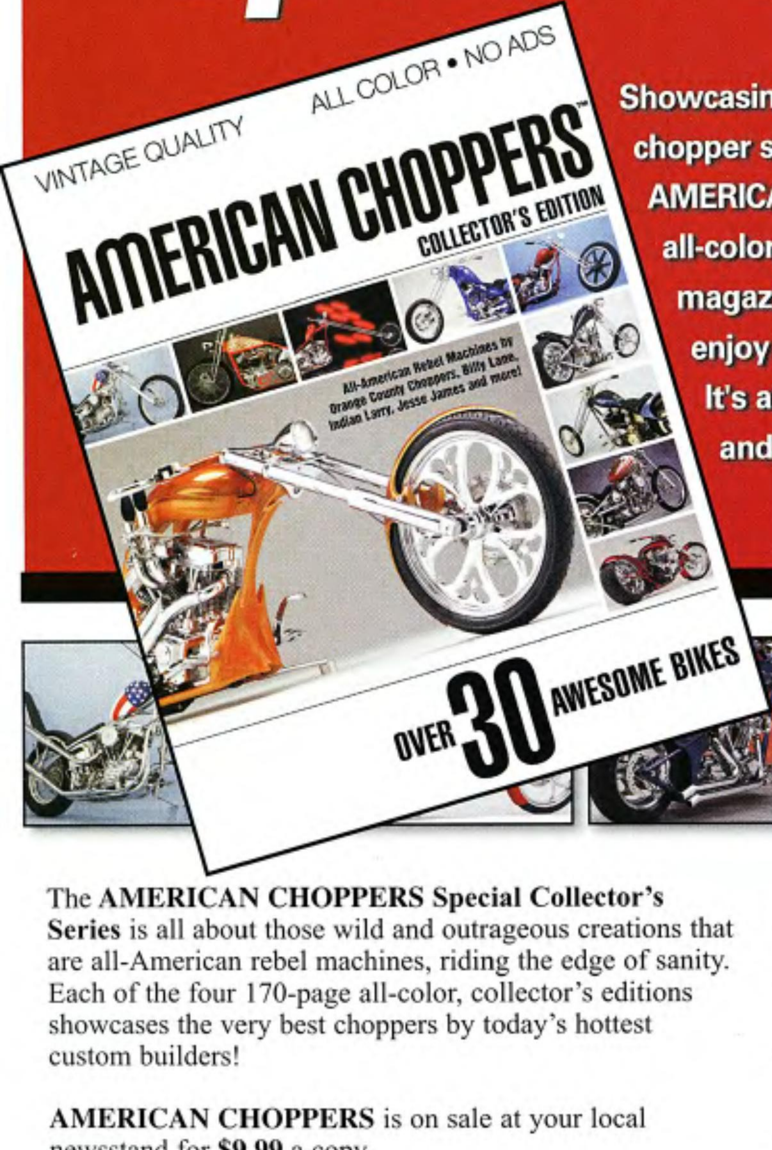

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Second Stage

The Harley-Davidson Club of Sweden (H-DCS) hosted its fourth European Harley-Davidson Club Federation's annual Super Rally last year. The first time was back in 1976, with 275 riders in attendance. The event has grown a bit since then. Ljungbyhed in southern Sweden became the scene of the biggest Super Rally ever. There were 13,513 paying visitors, 500 working H-DCS members, over 800 vendors and exhibitors showed up—and all were monitored around the clock by 350 cops.

Weeks before the rally, rumors were buzzing all around. We were told the Super Rally would be totally besieged by the biggest police force ever assembled in Sweden and that the H-DCS would have to pay the huge police bill themselves. Which was pretty much what actually happened.

Pelle Hansson, H-DCS president,

BY CHARLEY CHARLES

EURO SUPER RALLY

961

HGW
HD5

straightens out the question marks: "The planning for this event started back in the autumn of 2001 and the police demanded one-million Swedish kroner (120.000 euros, 145,000 dollars) to provide the 'safety' they deemed necessary. They also demanded that we hire 40 security guards, which cost us another million. But we had to agree to their conditions, no use in pissing and moaning about it now."

Ljungbyhed was crawling with all kinds of cops; on foot, in cars and buses, on BMW bikes, on horses and in helicopters and we imagine there were also a few dozen plainclothes detectives in leather garb, fake beards and removable tattoos. Before visitors could rumble into the party grounds they had to pass a massive checkpoint where your sobriety, person, frame numbers, etc., were thoroughly checked. There was no harassment about loud pipes, weird helmets or wild bikes, though. The cops seemed mostly interested in checking that none of the bikes were stolen, and that none of the participants had any firearms inside their leather vests.

Many visitors were a bit shocked by the 350-strong blue-clad "welcoming committee," but practically everybody came through clean. The Super Rally was situated at an old airfield where the Swedish Air Force used to educate fighter pilots.

Among the national European H-D clubs, many members are of the opinion that the Super Rally at High Chaparral, Sweden, in 1997 was the best ever. Expectations were high. Could an old airfield measure up to the picturesque Wild West town with all its activities and attractions? Many didn't think so, but there wasn't much to be done about it.

Event goers could hardly complain about not getting their money's worth at Ljungbyhed for the 60-euro entrance fee. The event boasted 15 rock and blues bands, dance and karaoke tents, a big marketplace, "run what you brung" drag racing, and an Action Arena with some really sick contests.

There was also a Buell stunt show, male and female strippers and wet T-shirt contests and on top of it all, a chance to win a brand new Harley Low Rider. Since the rally was held at an airfield, the brave could also try tandem parachuting and there was even an Internet café on the party grounds where you could check your e-mails and the latest news from home. Not even the biker community is immune to the sick notion that you have to be connected and available 24 hours a day.

To me, the greatest mind trip at the Super Rally is taking it easy and checking out the people and motorcycles. Bikers are usually happy exhibitionists that like to put on a little show—just check out the pictures!

We met people from all over Europe, and even a couple of Japanese bikers; Toshihiro and Minoru, were editor-in-chief and reporter from *Vibes* magazine. It was their first ever trip to Europe and they were duly impressed by the size and class of the Super Rally.

Some other visitors compared the party to 2003's Super Rally in the Czech Republic and told us this year was much better organized. Everything worked like a charm, there was enough food and drink for everyone, the portable toilets were cleaned out regularly and there was none of the confusion that seemed to have marred last year's Rally.

We even met some guys from the Harley-Davidson Club of Prague, the oldest H-D club in the world and they admitted some of them had indulged a little to heavily in the delicious Czech beer while trying to keep their Super Rally running smoothly.

The rally was officially open from Thursday to Monday, but it was clear from the beginning that most visitors would be returning home on Sunday, so Saturday night was the big party night. Eight top-class bands played in two different tents and they also gave away the new Low Rider. Over 10,000 bikers held their breath in front of the main stage at

9 in the evening and then it was announced that the winner was Markko Härkönen from Helsinki, Finland, who had arrived on a 25-year-old shovelhead.

On Sunday around noon, the airfield was booming with Harley thunder as the majority of visitors were leaving. The cops wanted to nail as many bikers as possible for riding under the last bit of influence of Saturday night's boozing. But the sheer number of bikes turned the police checkpoint into complete chaos and the cops had to make a hasty retreat and put up new checkpoints further from the party site.

Looking back, you can say that the enormous in-your-face police presence came up with very meager results. After the rally, police officials reported that they had busted 35 riders with some alcohol still in their blood, two people who were wanted for some old sins, two Germans who had very small quantities of drugs on them, and someone who had threatened a security guard. Not a very big catch for a party with 15,000 people. Which only goes to show what we have believed all along: Most bikers are really good people who know how to party with class and don't have to be guarded and supervised.

The 2005 Super Rally will be held in southern Italy and you can bet that we'll be there! ■

Photos: Siwer Ohlsson

Test Your Racing Skills

Teresi Dyno-Drag takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

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1/31-2/2	V-Twin Expo - Cincinnati, OH
2/13-2/15	Easyriders Bike Show, Columbus OH
2/22	Harley-Davidson of Miami - Miami, FL
3/12-3/14	Open
3/20-3/21	Charlotte Honda/Yamaha - Charlotte, NC
3/27	Specialty Motorsports - Bluffton, SC
4/2-4/4	East Side Harley-Davidson - Bellevue, WA
4/9-4/11	Open
4/16-4/18	Cycle Center - Fremont, CA
4/22-4/24	Laughlin River Run - Laughlin, NV
4/29-5/2	River City Bikefest - San Antonio, TX
5/7-5/9	Mahrle Harley-Davidson - Battlecreek, MI
5/12-5/15	Bike Week - Myrtle Beach, SC
5/21-5/23	Brian's Harley-Davidson - Langhorne, PA
5/28-5/30	Bridging the Gap - Myrtle Beach, SC
6/4-6/5	Doc's Harley-Davidson - Kirkwood, MO
6/12-6/13	Gutteridge Harley-Davidson - Danville, IL
6/16-6/19	Laconia Bike Week - Laconia, NH
6/22	Harv's Harley-Davidson - Macedon, NY
6/25	Big River Rally - Ft. Madison, IA
6/26	J&P Cycle - Anamosa, IA
7/2-7/4	Ernie Williams Harley-Davidson - Algona, IA
7/10-7/11	Gengras Harley-Davidson - E. Hartford, CT
7/16-7/18	Competition Accessories - Springfield, OH
7/23-7/25	Bikefest - Carlisle, PA
7/29-7/31	Honda Homecoming - Marysville, OH
8/6-8/8	MidAmerica Moto Plex - Sioux Falls, SC
8/11-8/14	Full Throttle Saloon - Sturgis, SD
8/20-8/22	Matthew's Funmachine - Matthew NC
8/27-8/29	Hals Harley-Davidson - New Berlyn, WI
9/2-9/5	Abate of MN State Rally - Meeker Fairgrounds Litchfield, MN
9/9-9/12	Loess Hills Rally - Council Bluff, IA
9/17-9/19	H-D of San Jose - San Jose, CA
9/22-9/26	H-D of Reno - Reno, NV
9/29-10/2	Bikes, Blues & BBQ - Fayetteville, AR
10/8-10/10	Rio Grand Valley H-D, Pharr, TX
10/16	Jim's Harley-Davidson - St. Petersburg, FL
10/21-10/23	Biketoberfest - Daytona Beach, FL
10/29-11/1	Open
11/6	Stone Mountain H-D - Lilburn, GA
11/13-11/14	Bike Fest - Okeechobee, FL
11/19-11/21	Open
11/25-11/28	Happy Thanksgiving
12/3-12/5	Open
12/10-12/12	Open
12/17-12/19	Open
12/24-12/26	Merry Christmas
12/31	Happy New Year
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THE BIG "8" BY EVO RED

RFTW at Window Rock in the Navajo Nation.

The Houston Chapter riders at Camp Janus Burn Camp.

The Rick Fairless' Coors chopper.

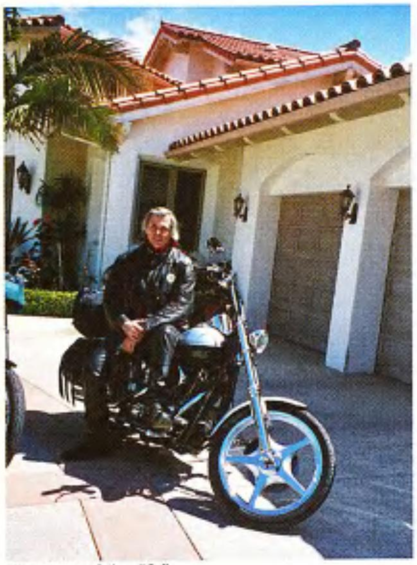
I hadn't seen my brother in a couple of years. I figured it was about time. He and I are cut from the same core but are polar opposites. Santa Barbara, California, family man, biker, firefighter, Vietnam vet, weight lifter, rock, rhythm and blues vs. Memphis, Tennessee, Christian Brother, teacher, antique jewelry, opera and classical, rare coin/stamp collector, and 14 extra years of age. A visit to Memphis was the start of a good reason for us to ride. A few more excuses and making the putt would be a lock.

Both our birthdays are in May...May's a pretty good month to be on the road. Run For The Wall crosses the USA in May and it's a chance to tie in with the pack and ride to the Navajo Nation at Window Rock in Arizona. By riding through Oklahoma off I-40, I could visit a retired firefighter/biker from my FD who's fighting asbestos-caused lung cancer. Wind and Fire Houston Chapter has its Burn Camp Run and I could ride down and support its ninth annual benefit.

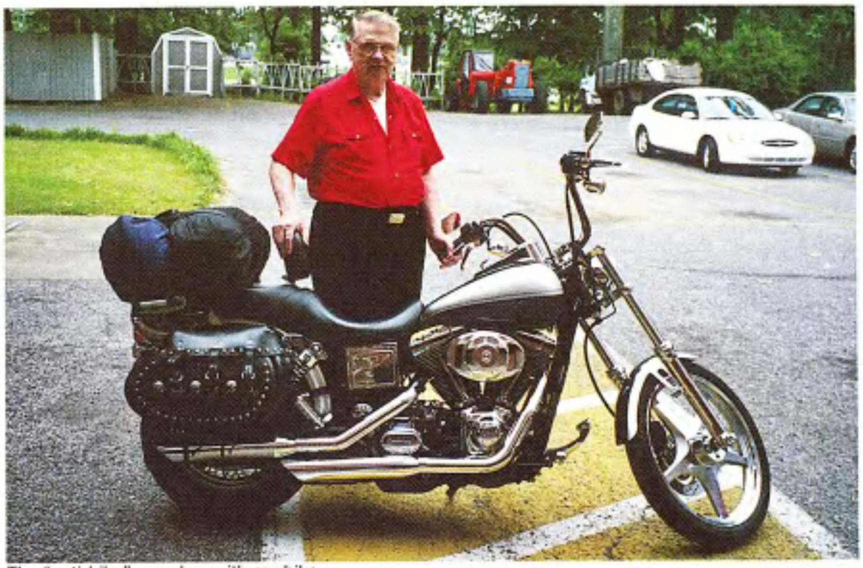
From Memphis to Houston, might as well putt through Mississippi on the Natchez Trace Parkway and stop in New Orleans. There's a "Never Forget 343" run in Phoenix, Oregon. So, we'd meander north from Houston through Colorado to Utah, Idaho and into Oregon. That's how my route shaped into an "8."

Run For The Wall is a motorcycle pack ride. A newbie riding "all the way" on this 10-day trip from Cali to Washington, D.C., can unofficially become an instant biker. The run is a patriotic, grueling, side-by-side, 3,000-mile pack ride wherein riders receive the heartfelt welcome of supporters all across the USA. It is a great feeling to ride with this group. I have unforgettable memories of the 1989 inaugural run and of being a co-coordinator in 1992. RFTW is an incredible visual demonstration of support for our veterans and the issue of POW-MIAs.

A RFTW welcome that is overwhelming in its sincerity, is the thank you from the Navajo Nation at Window Rock. Native Americans revere warriors and recognize veterans as such. The people travel long distances and patiently wait



The start of the "8."



The "anti-bike"...my bro with my bike.

Crater Lake National Park.

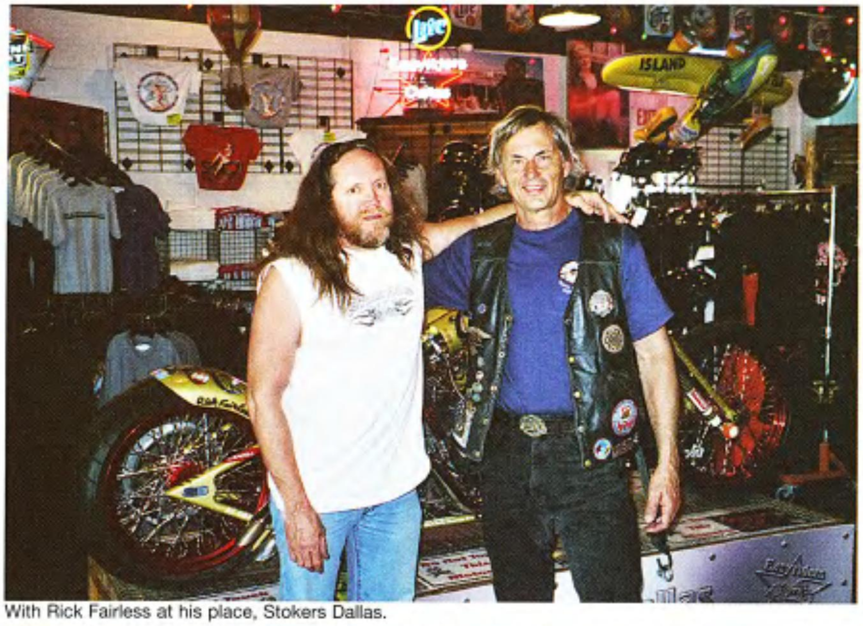
to acknowledge the riders, often merely to wave. The Navajo Nation is home to the Code Talkers who used their native language to save countless lives in World War II. Service to country is a kindred spirit shared by the Navajo people and the RFTW pack.

Once off from the pack I stopped in Arapaho, Oklahoma, to visit Frank Lane, aka "Poncho." Frank's jovial personality dominated his fire-fighting career and still brightens the day of anyone within range. Frank was one of those guys who brought fun into the stressful job of fire fighting. I get depressed when my neck hurts. Meanwhile, Frank has the big "C" and he's still upbeat, joking, and positive. Frank, his wife, and I had dinner at the small town's café—a down-home meal where everyone knew everyone and the mayor owned the restaurant.

My brother Steve could be dubbed the "anti-biker." It's not that he is opposed to it but simply contrary to it. He devoted his life to religion and teaching. Our visit was the typical "haven't seen you in a while": Memphis city tour, CBU campus tour, movie, some TV, the NBA playoffs, eating at local restaurants and a drive down to the gambling Mecca of Tunica, Mississippi. What was really memorable in Tunica was lunch at a defunct Pure Oil gas station built in 1937. The onion rings there, included with most everything you order, were the best I'd ever had.

The Natchez Trace Parkway passes through Mississippi non-stop with almost no traffic and a constant view of lush vegetation and country settings. I was cruising along the Trace when I damn near hit a "rock" about the size of Mike Tyson's fist. "Nah...that was a turtle." With no cars in sight, I U-turned and checked out the "rock." As soon as I picked it up, the little dude—box turtle—slammed its door shut. To save it from becoming a road pancake, I set the thing down in the grass next to a tree...same as I did farther along with the next turtle and the next, one larger one smaller, but neither box types. Yeah, seemed pretty nerdy...don't tell anyone 'cause it'll soften my biker image.

New Orleans was New Orleans...fun,



With Rick Fairless at his place, Stokers Dallas.

Box turtle on Natchez Trace Parkway in Mississippi.

Johnny's in the French Quarter in New Orleans.

party central, sights, great food and music. Even a sandwich was cool at Johnny's Po Boy's. I stayed at the Hotel de la Monnaie just off the French Quarter, a nice older building with comfortable small suites and a real perk of enclosed parking. While getting my bike serviced at H-D of N.O. it was hard to miss the volunteer fire station next door: David Crockett VFD—the oldest continuously operated volunteer fire department in the USA.

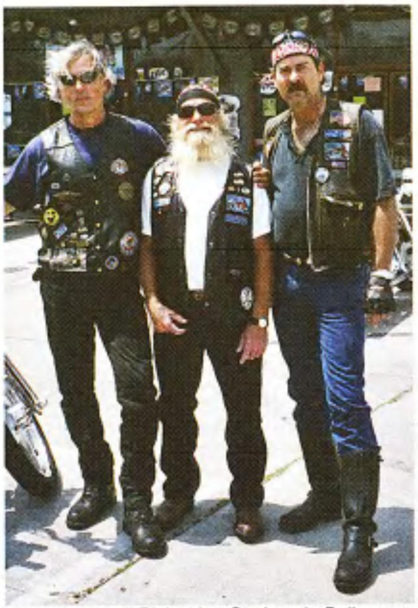
Towards Houston a few hours after the service, I spied a couple of alligators swimming together in the canal off Louisiana Highway 27. Going westbound on Highway 82 produced the shoreline panorama of the Gulf of Mexico and later, for $1, a ferry ride into Texas. The southern point of my "8" route was the Lonnie Kerr/Camp Janus Burn Run hosted by Wind & Fire MC Houston. This run is a hands-on ride wherein the riders entertain burn-injured kids at summer camp and donate money. W&F MC has a couple dozen such annual runs both nationally and internationally. It's a toss as to who has the most fun…the campers or the bikers. About 50 riders made it to camp with several thousand dollars being donated.

I got rained on right outside of Waco, the only wet spot I found in the whole Lone Star State.

At Strokers bike-shop/restaurant in Dallas I rendezvoused with some W&F club members ranging from "old salt" Bruce to new Chapter No. 116 director Dee Dee. I met Rick Fairless (owner of Strokers) who had just completed a chopper for the Coors Brewing Co. It sports a big dual-Coors-can gas tank. It's not unusual for several hundred bikers to show up on weekends at Rick's place.

The next couple of days of scenic riding through the Colorado Rockies, Independence Pass, and Flaming Gorge culminated in finally getting back with my riding bro "Long George." George's 1990 FLHS had been down for over a year. Now his old 200,000-mile red bike was up and running strong with a new heart and soul—a 117-inch S&S motor with a Baker 6-speed. We met in Green River, Wyoming, and stayed together for

Photos: provided by Evo Red


With Bruce and Richard at Strokers in Dallas.

With camper and a counselor at Burn Camp.

the rest of the "8." Long George hates rain gear; imagine that! He looked pretty happy though in spite of the wet and the snow along the road in Crater Lake National Park.

When 343 firefighters were killed responding to a single emergency that death toll was a tragedy beyond words for all firefighters. The number "343" to firefighters is as much brain branded as 9/11 is in the public's mind. To me it was a "must do" when the Southern Oregon H.O.G. announced a "Never Forget 343" run. The run's scenic route traveled the Rogue River Valley using fire stations as checkpoints. A World Trade Center traveling memorial was on site at the finish. Besides being a memorial for FDNY, funds raised benefited burn-injured children. This first time event looked to be a huge success judging from the several hundred riders it drew.

The unofficial finish to the "8" route was dinner at the Samoa Cookhouse in Eureka, California. The food there is wonderful and the place still carries the family-style atmosphere from its 1898 origin when it opened to feed hungry loggers. Our small group, having just come through the drizzle from Oregon, stuffed itself, joked, and talked over the next day's ride home. For me the next day was a 583-mile putt to Santa Barbara for a 6,480 total. A Great ride filled with great times and good memories. ■

NATIONAL MOTORCYCLE MUSEUM
Hall of Fame

NATIONAL MOTORCYCLE MUSEUM AND HALL OF FAME

To most people outside of the biker world, a true work of art might be a fine painting or classic sculpture. But to us biker folks, fine art is most likely an early-teens Indian board-track racer or a 1950s panhead chopper.

Throughout the rolling hills of eastern Iowa there is plenty of scenery to strike the interest of any artist, whether they be a well-known American Regionalist painter like Grant Wood, or a motorcycle gearhead who is just looking to twist the throttle through beautiful winding roads.

In eastern Iowa sits a small town called Anamosa, which just happens to be the birthplace and final resting-place for Grant Wood. Anamosa is also home to many of the finest pieces of artwork, all of which are of the two-wheeled nature. Since the spring of 2001, the National Motorcycle Museum and Hall of Fame has sat comfortably along downtown's Main Street.

The museum stared back in 1989, and up until 2001 it was housed in Sturgis, South Dakota. But, the collection of over 40 antique bikes along with all the motorcycle memorabilia had outgrown the small building in Sturgis, so the entire collection was moved to a much larger location in Anamosa.

The museum hosted its grand opening at the new location in June of 2001 and that same year it was voted as Iowa's Tourism Attraction of the Year by the Iowa Tourism Office and Travel Federation of Iowa. Since then, the museum has entertained thousands of visitors from all over the world, and the collection of motorcycles has now grown to over 170.

That's one hell of an accomplishment in just three years!

As you ride along Main Street, the museum sticks out proudly along the lines of antique shops and restaurants, but the museum can also be a bit deceiving. To anyone who's never been inside, the outside appearance of the building doesn't give any indication as to the size of the collection once you walk through the doors.

My last visit to the museum had been during the grand opening in 2001 and at that time, bikes were only on display on the main floor, but since then the basement has been completed to double the museum's floor space. Since I'd never been through the basement displays, it was somewhat of a new experience for me and I figured it was a good place to start, but what I was about to see was simply breathtaking.

If a person takes a left at the bottom of the stairway, there sits a large display of memorabilia from the 1969 feature film *Easy Rider* that starred Peter Fonda, Dennis Hopper and Jack Nicholson. This cult classic truly defined an entire generation of bikers.

Back in 1969, these three actors weren't nearly the celebrities that they are now and the real stars of the show were the two choppers seen roaring across America. This star status was especially true of the Captain America bike, which Peter Fonda not only rode in the filming of the movie, but also helped design. This stars and stripes chopper is probably the most recognized bike in the world, so a person can understand why I got a quiverin' feeling in my legs when I reached the bottom of the steps to see the Captain America bike right in front of me.

It's true! This is the only remaining bike used in filming the movie.

For years, rumors have spread about the existence of the original Captain

America bike, and movies have even been based off of some of these old stories, but now these myths can be put to rest. To verify the bike's true authenticity, Peter Fonda was reunited with the chopper during Harley-Davidson's 100th celebration in Milwaukee and along with signing a certificate of authenticity, he even autographed the gas tank.

To set the story straight, two Captain America bikes were built for the filming of the movie, but the bike that was used for the majority of filming was stolen just as the filmed wrapped and was never recovered. The bike, which is on display in the museum, was used in the crash scene at the end of the movie, and because of the damage which occurred during filming, it was in pretty sad shape.

After filming the movie, Peter Fonda gave the bike to Dan Haggerty, who

helped with production of the movie. The bike was in Haggerty's possession until the summer of 2002, when he sold the chopper to a private investor, who had the bike restored to its precise condition during filming.

The bike sits in all of its red, white and blue glory at the museum, but it does make an occasional appearance at some major motorcycle events, so next time you think you see a Captain America replica, you'd better take a second look.

Although the Captain America chopper is a prized possession for the museum, there's still plenty more to feast your eyes on. Along side the *Easy Rider* display sits a replica of the 1949 panhead Dragon bike that Peter Fonda rode in the Roger Corman film *The Wild Angels*.

Another celebrity bike on display is a 1947 Indian Chief, which was owned by Steve McQueen, and one of his favorite bikes. The '47 Chief is still in original unrestored condition and because of agreements with the McQueen estate at the time of the sale, the bike can not be restored.

These three bike alone are plenty to spend an entire afternoon gazing at, but there's much more to see. For instance, you'll find a fully restored 1938 Crocker that was featured in the Guggenheim's *Art of the Motorcycle* display. Along the west wall of the basement is a newly added board-track exhibit with a 1908 Indian, 1912 Indian, 1914 Harley single, and a 1928 Harley 8-valve, which all look like they're taking the bank at about 100 miles per hour.

There's a 1949 Indian Scout 648 that Floyd Emde rode to victory in the 1948 Daytona 200, a 1955 Vincent Black Prince, and a 1939 Indian traffic car in original condition. The basement also holds a dirt bike display, a row of numerous early 1900s bikes, a row of Italian bikes, a row of Japanese bikes, and a row of British bikes which included a 1934 BSA with sidecar, and only has 18 original miles.

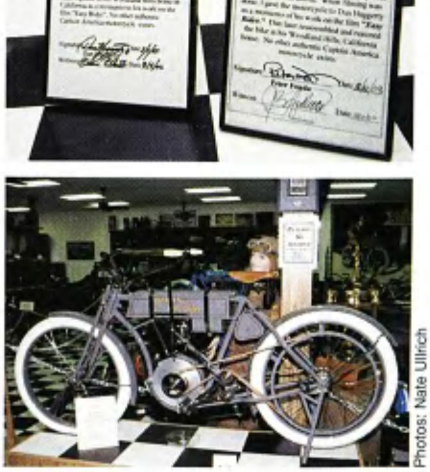
With so many different bikes on display downstairs, I kind of figured the upstairs would be about the same since my last visit, but they managed to add a number of new exhibits upstairs as well. These include a 1959 Von Dutch Triumph Thunderbird and one of Evel Knievel's 1972 Harley XR750s along with a display of old Knievel toys.

Many bikes upstairs are set up in groups such as racing, military, Indian, British, etc., and many unique motorcycle manufacturers are represented such as New Hudson, Flying Merkel, Zundap, Ariel, Yale, Thor, and far too many others to mention. You'll also find thousands of different items of memorabilia including a huge collection of toys, postcards, posters, store signs, hundreds of original Harley parts boxes, old oil cans, and even an original 1928 Harley billboard, with a replica of the same billboard painted outside.

The Museum is home to the National Motorcycle Hall of Fame. Since 1990, 78 celebrated motorcycle enthusiast have been inducted into the Hall of Fame under four different categories: Competition, Promotion, Leadership, and Industry. Past inductees include Pappy and Pearl Hoel, who originated the Sturgis Rally and Races; George Smith Sr., co-founder of S&S Cycle; The Jackpine Gypsies MC; William Davidson, Walter Davidson, Arthur Davidson, and William Harley; and *Easyriders'* beloved Rip Rose and David Mann.

The museum is a not-for-profit corporation, which is run by a board of directors. Its operations are funded by gift shop sales, memberships, admissions, raffles, and donations. To find out more about the museum, or to get exact directions to this very fine motorcycle/fine art museum, check out the Web site www.nationalmcmuseum.org.

—Natanic



Photos: Nate Ullrich

JUST PLAIN NUTS

Okay, I'm going to make a somewhat blunt and unedited statement. If you are sensitive about such things, please put this magazine down and go back to reading your romance novels and recipes. And now, on to the statement.

People are fucking crazy. That's right, crazy. Take a good hard look at yourself. You may find that you're one of them. I've spent years talking about crazy people, and yet nothing changes. Nobody listens. Something has to be done, so I decided to look into a solution myself.

The first thing you discover when doing research on all things crazy is that there are a lot of people out there who profess to have the cure for anything that ails you. Dozens of different therapies to make the previously goofy into valued member of society. Whether these methods work or not is a matter of opinion. I am not a trained therapist so it's not really my place to say. All I can do is shine a light on them and let you decide.

MIRROR THERAPY

Definitely one of the stranger cures I found for the mildly disturbed. With this form of therapy you simply stand in front of your mirror and basically tell yourself what a strong, independent person you are. The theory is that eventually you'll start to believe it. It's pretty much a pep talk for people with no friends.

TALK THERAPY

Similar to mirror therapy, except there is someone else in the room with you. Normally a highly paid professional who you pretend is your friend, only you have to give them bags and bags of money or they'll kick your crazy ass out onto the street.

DRUG THERAPY

Before you get all excited, these aren't the happy drugs you enjoyed so much in your youth. These are serious, mood-altering medications that come complete with a list of side effects a mile long. Some side effects might include, dry mouth, nausea, rash, or sudden and painful death! Even worse, some of these drugs even cause "sexual side effects," such as a lack of interest in sex, painful intercourse, or there's always the possibility your wanker might fall off in the toilet. Jesus, if that doesn't make you crazy, I don't know what would.

GROUP THERAPY

Similar to talk therapy, only there are a whole bunch of crazy people in the room instead of one. Sessions usually start out as a civilized group discussion, but by the end of the get together they often deteriorate into tears, fist fights and sometimes police intervention. Therapist though, generally love the group scene because they can get a whole bunch of people to give them bags of money at one time. Much more efficient use of the time in the day since the violence usually breaks out before the end of even one billable hour. It's a win/win situation. The crazy people get to vent their anger through the use of senseless violence, and the therapist gets to collect enough cash to invest in yet another time-share in Cancun.

ISOLATION THERAPY

The exact opposite of group therapy. Isolation therapy involves getting yourself away from all the things that piss you off and spending time alone, with nobody to talk to except the voices in your head. You would think that you could accomplish being alone by just going camping or something, but you'd be wrong. Being alone requires much technology, the most popular being the deprivation chamber. A deprivation chamber is basically a big bathtub with a roof on it. You get in, close a door behind you, and float in the dark while an attendant sits outside and laughs at the fact that anyone is stupid enough to pay for the service. Sounds weird, I know, especially when you could just shut the light out in your bathroom and enjoy the same basic experience. However, doing this treatment at home would be free, and therefore not likely to work.

HYPNOSIS THERAPY

By hypnotizing you and taking you to a very relaxed place in your mind, hypnotherapists are able to help you deal with your craziness by giving you post hypnotic suggestions for how you might deal with the troubles you encounter. It's really no different than talk therapy, unless the hypnotist has a wicked sense of humor and sends you home convinced that you're a chicken or something. Some people are also very skeptical about this type of treatment and it's effectiveness in treating deeply rooted craziness. There is much debate as to whether people are really hypnotized, or just playing along. If you are really hypnotized though (especially you ladies) don't be surprised if you wake up with your shirt unbuttoned and your underwear on backwards.

REGRESSION THERAPY

Regression therapy uses a form of hypnosis to take you back to your previous lifetimes to work out problems that may still be troubling you to this day. Scary shit for sure. What if you go back and discover that you were a real asshole? What if you were more fucked up in the head than you are now? What if you were a Nazi, or a communist, or one of those cowboy sidekicks who don't get any respect and were always left to tend the horses while the hero was off banging two dollar whores and drinking whiskey straight out of the bottle. No thanks. I have enough trouble dealing with who I am let alone who I used to be.

SHOCK THERAPY

Without a doubt, one of the more extreme methods of psychological repair. Nothing says "leave your troubles behind" like a few thousand volts of electricity coursing through your body. All the excitement of a toaster in the bathtub without the messy clean up. The therapeutic community has discovered that people forget all their problems and stresses when you convince them that their eyeballs are about to explode. They also tend to forget their name, where they live, and occasionally how to breathe. Hell, I took a shock from a can opener once and almost went blind because I forgot how to blink for three days. Fortunately, I also forgot that I was supposed to close my eyes while in the shower, so it all worked out in the end.

SCOOTER THERAPY

The only therapy that really works. If you're feeling bored, lethargic, depressed or stressed, you may have the cure sitting in your driveway. Toss your leg over the saddle of a fast bike, crank the throttle and ride it like you stole it. It may not actually fix your mind, but it will do wonders for your soul.

—Greg White

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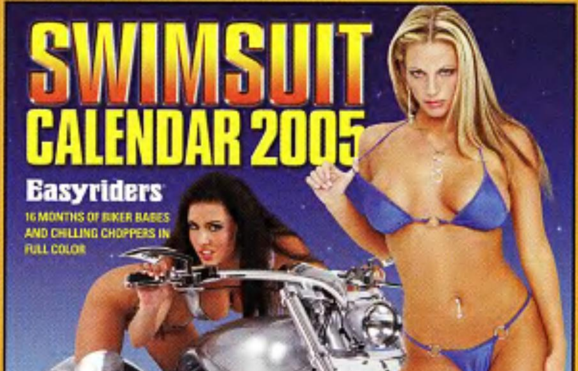

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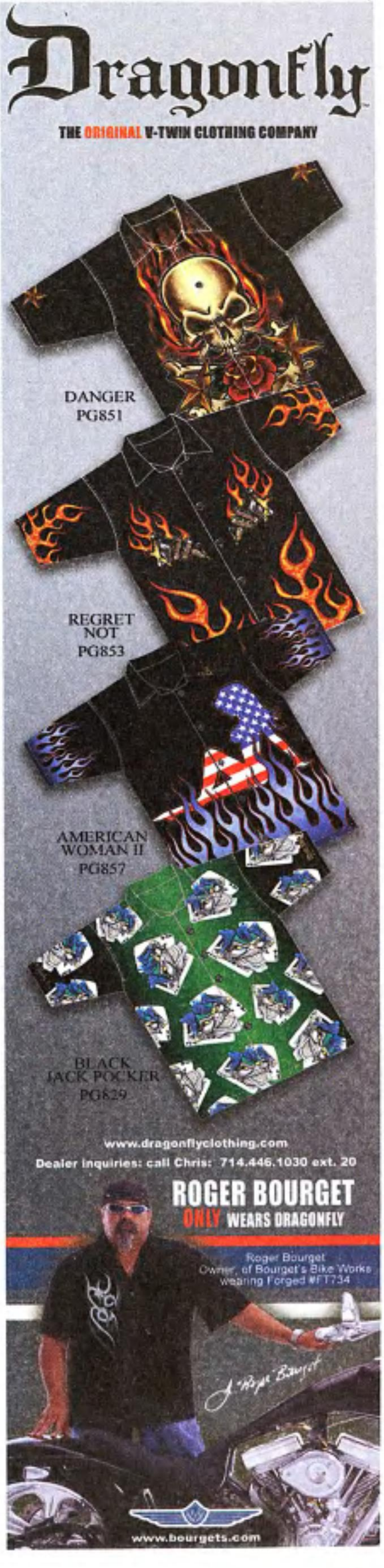

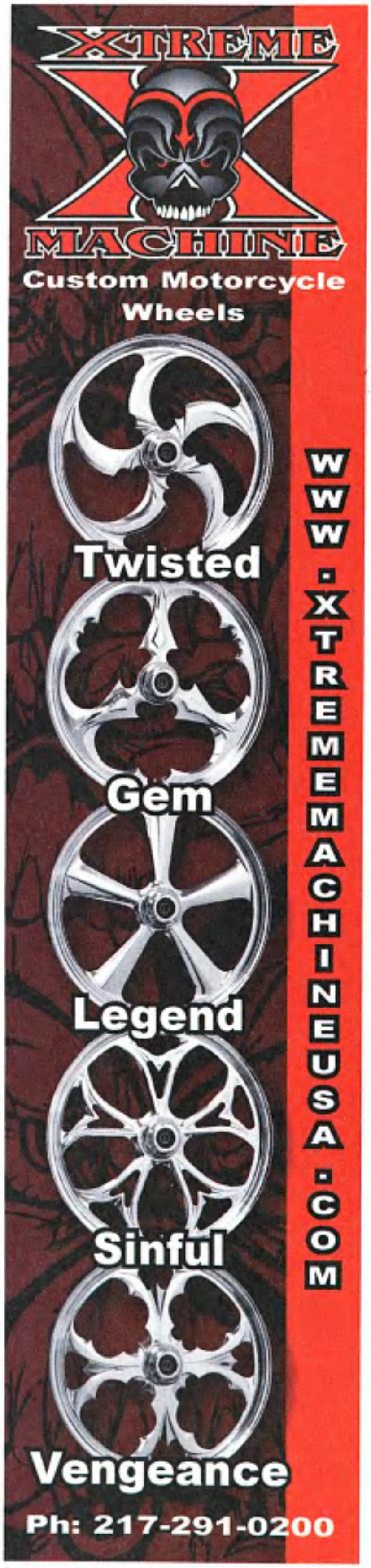
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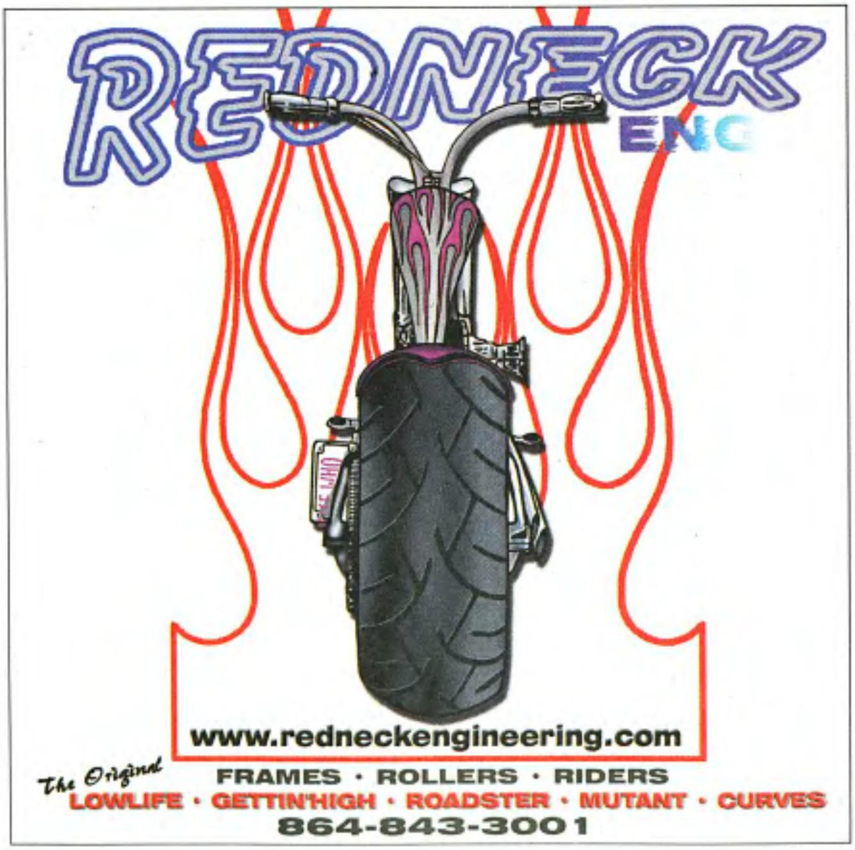
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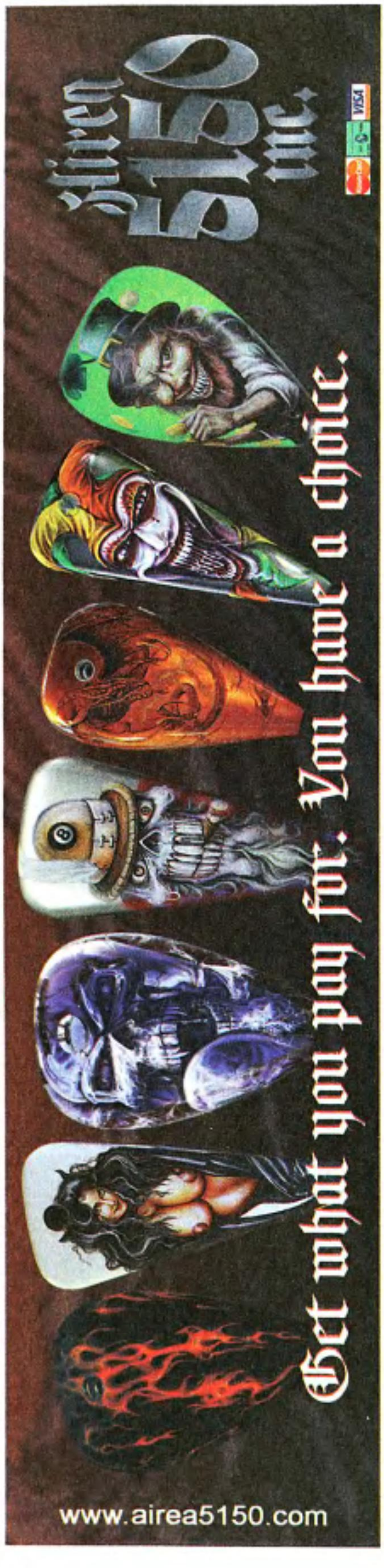
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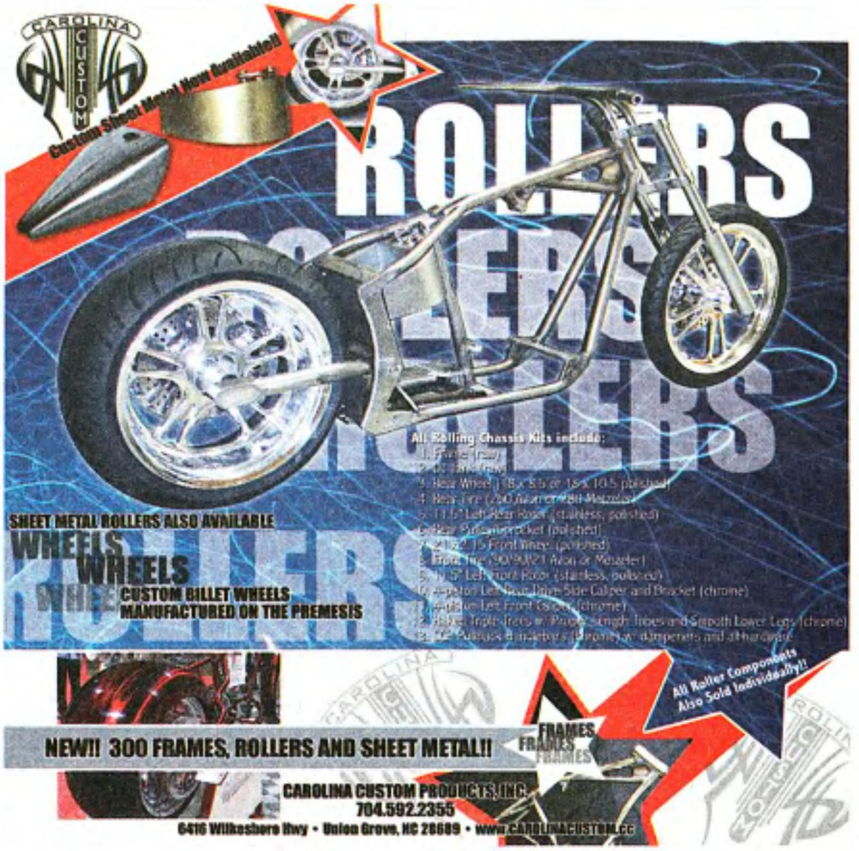
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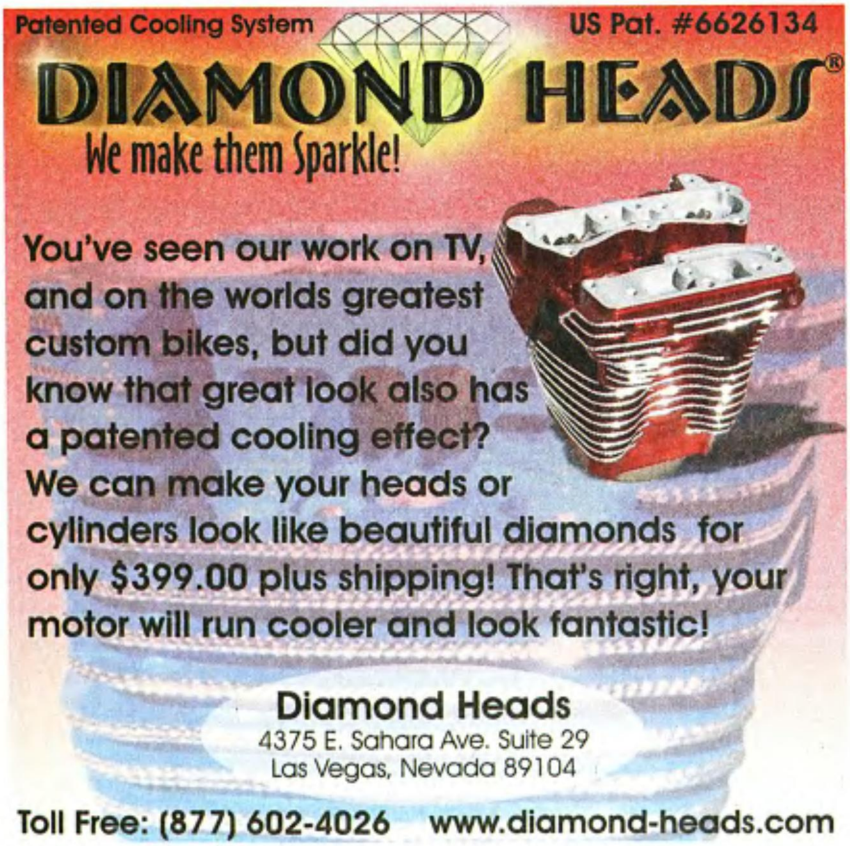
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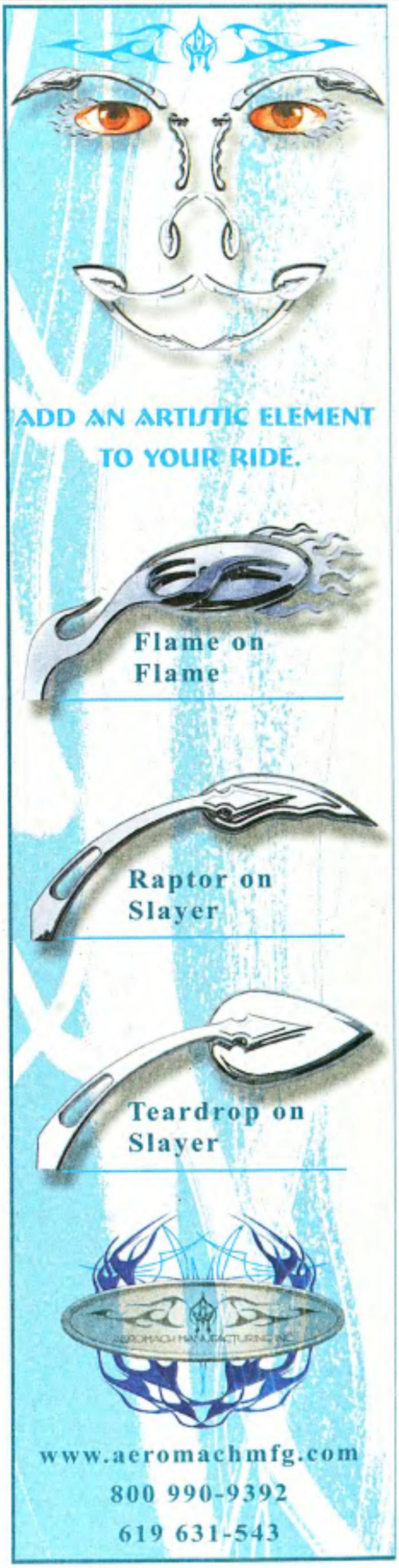
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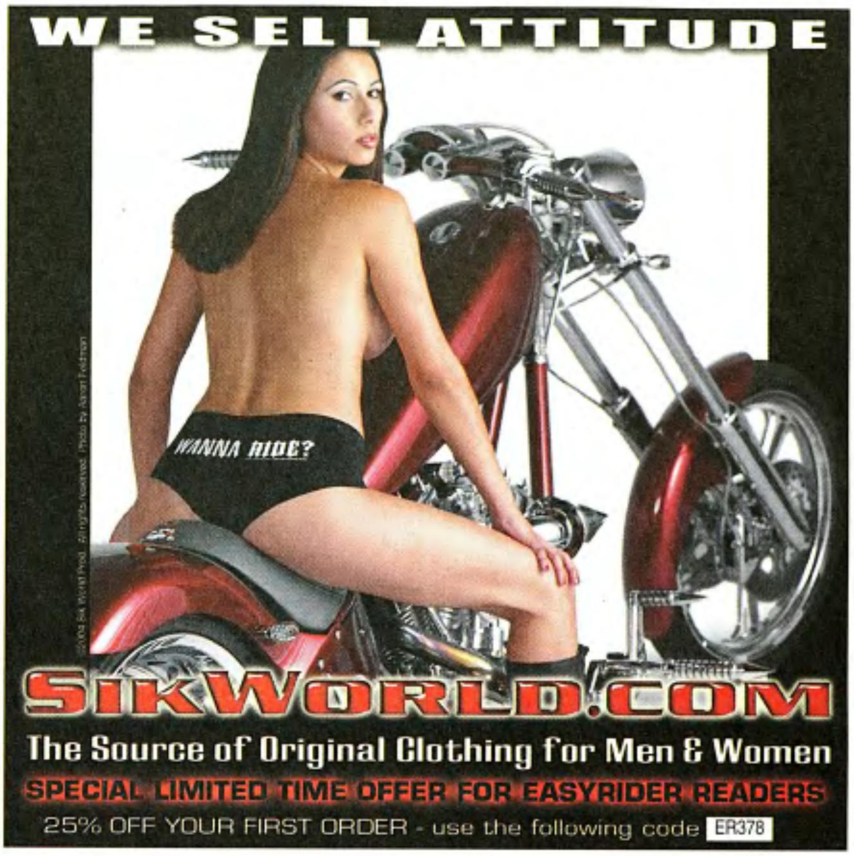

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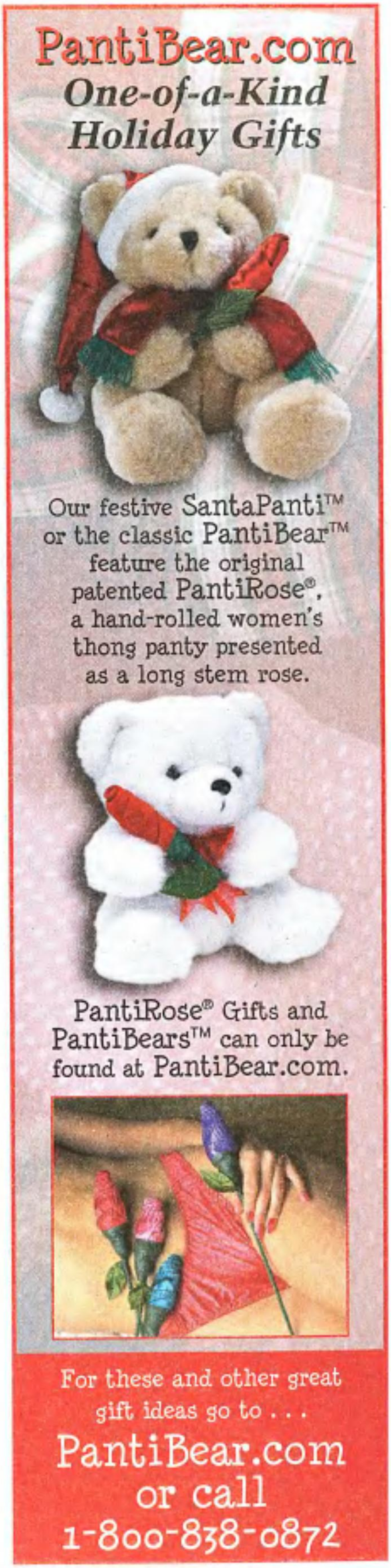
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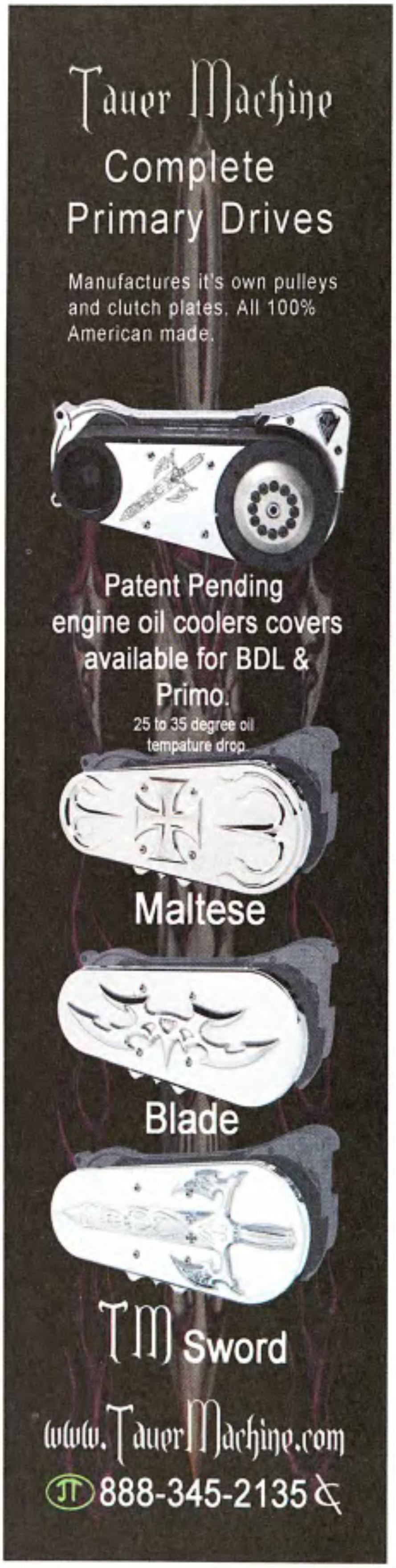

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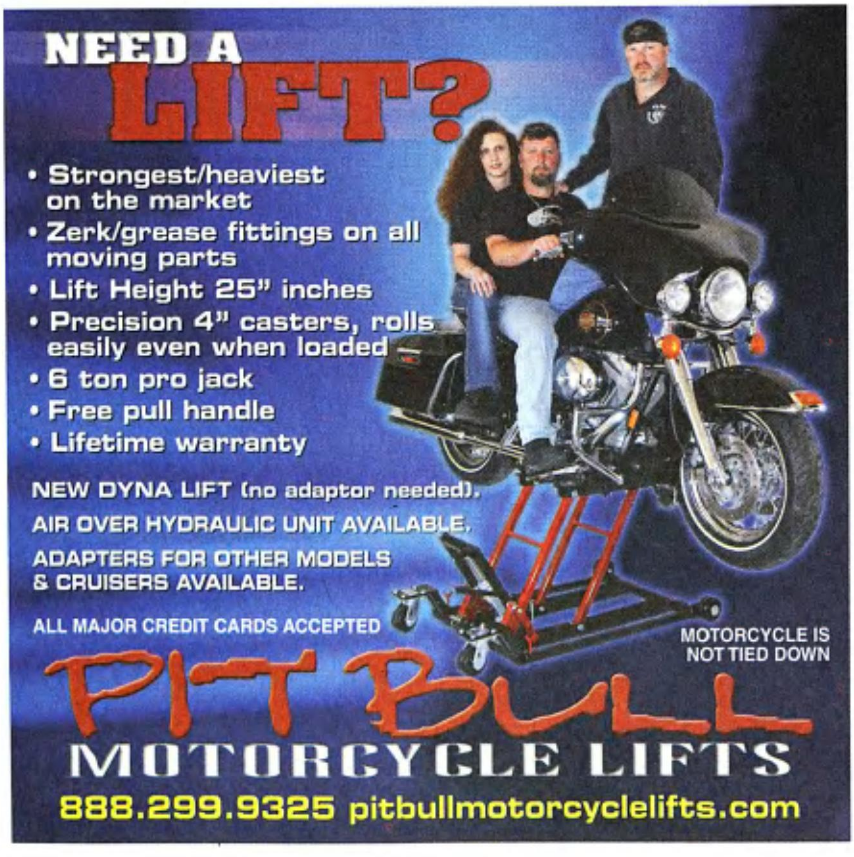
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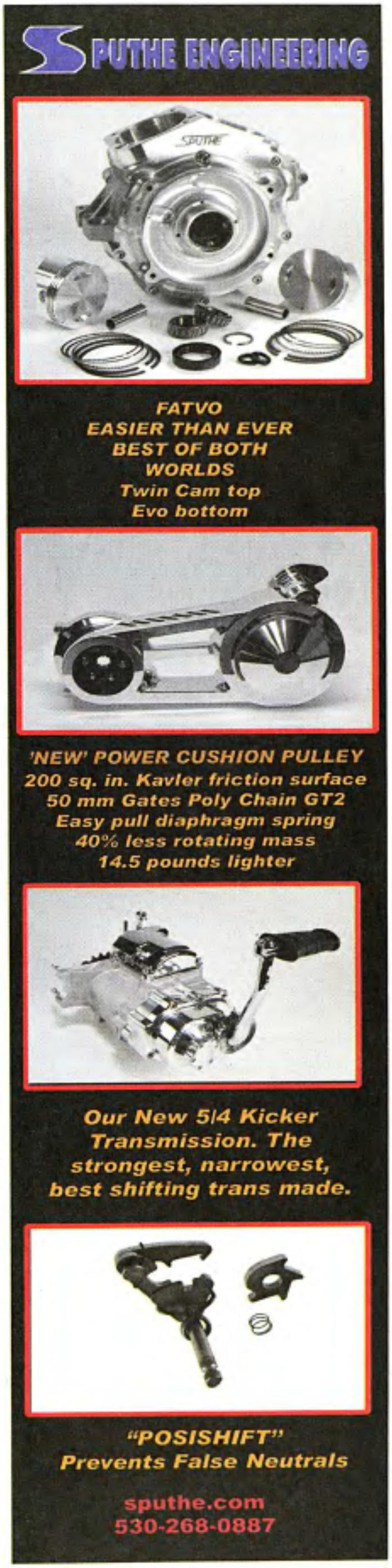
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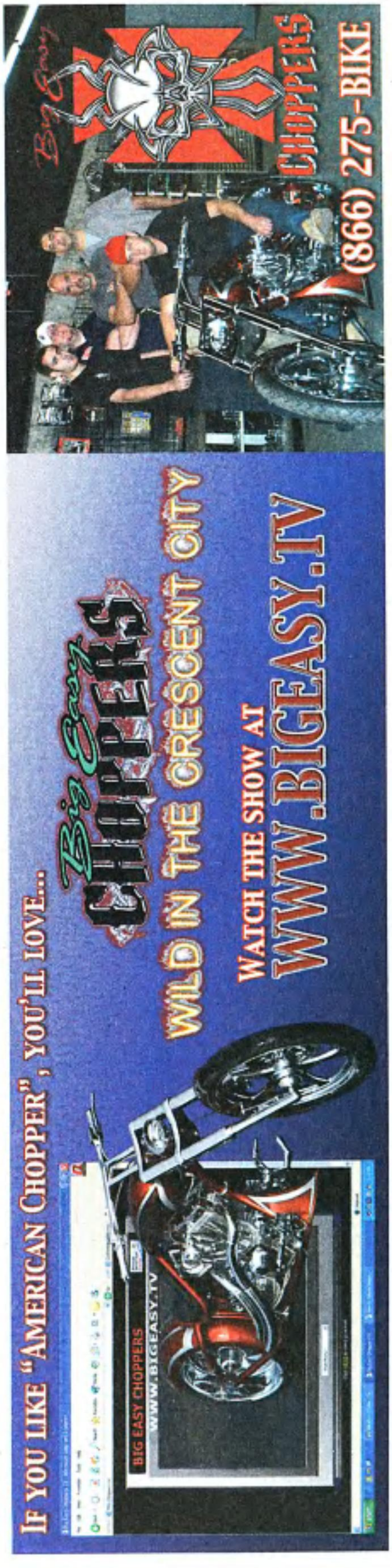
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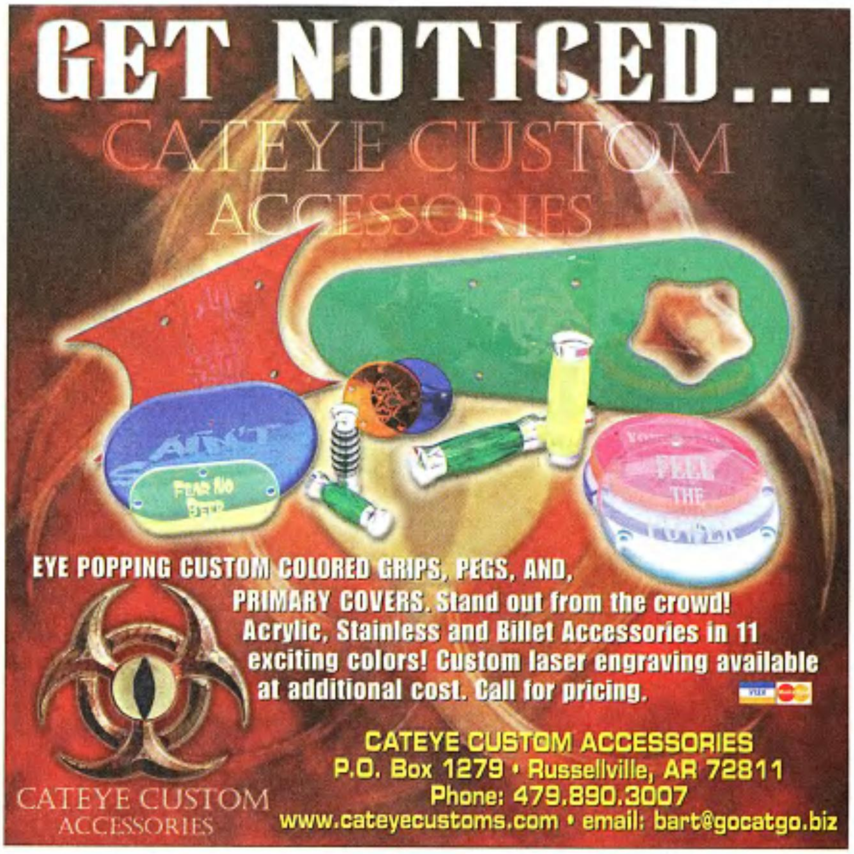

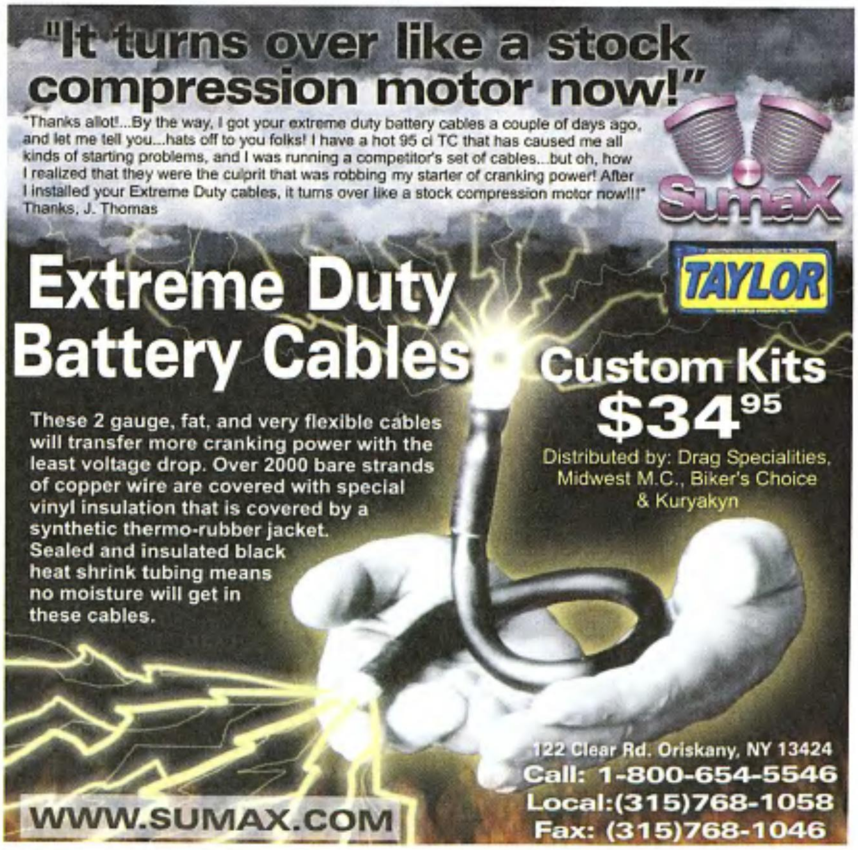

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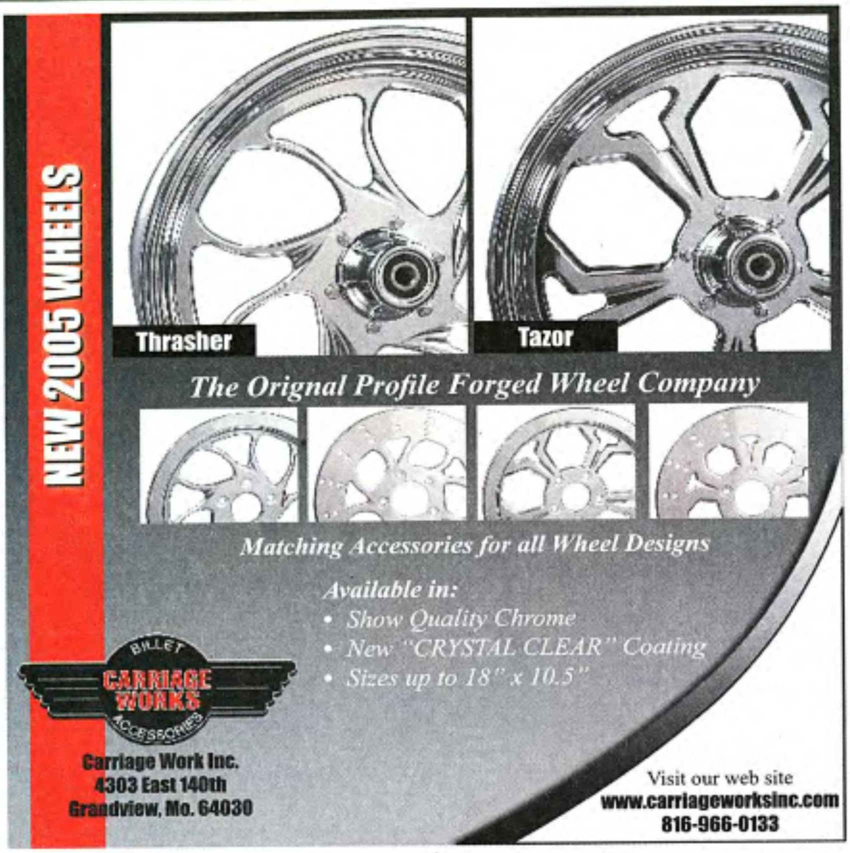

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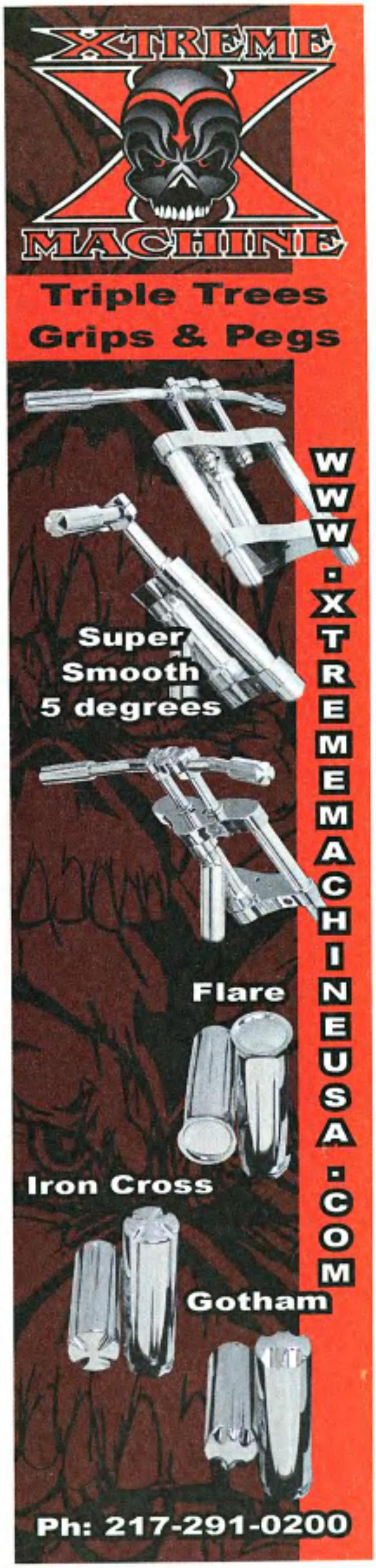

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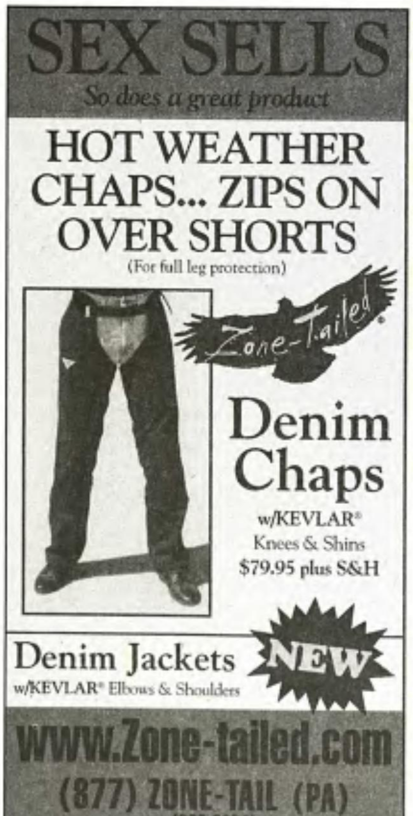
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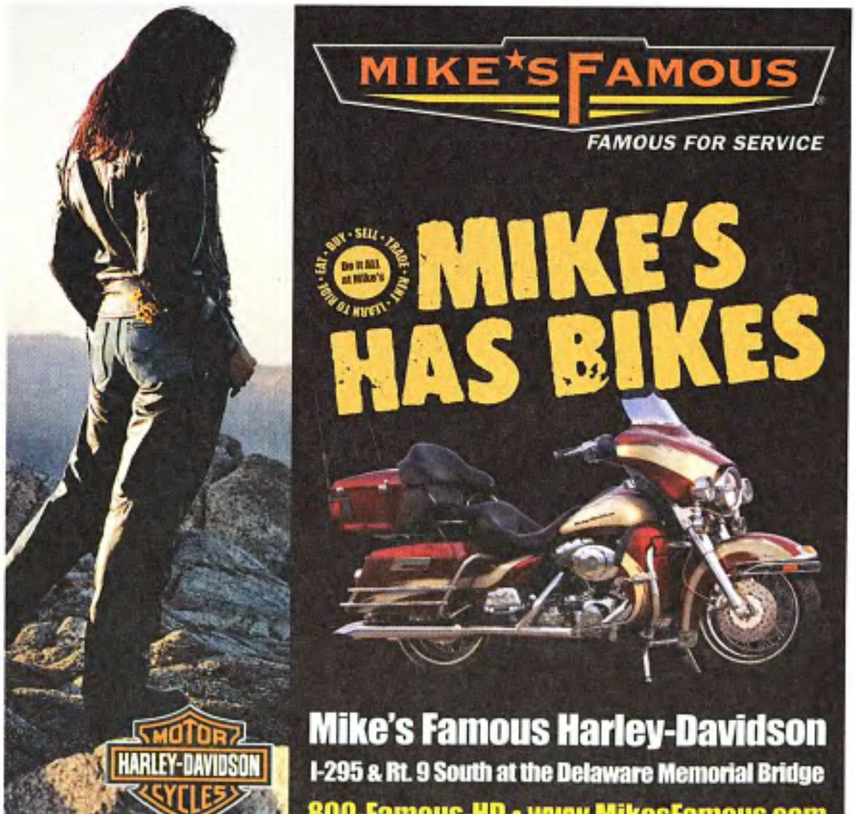
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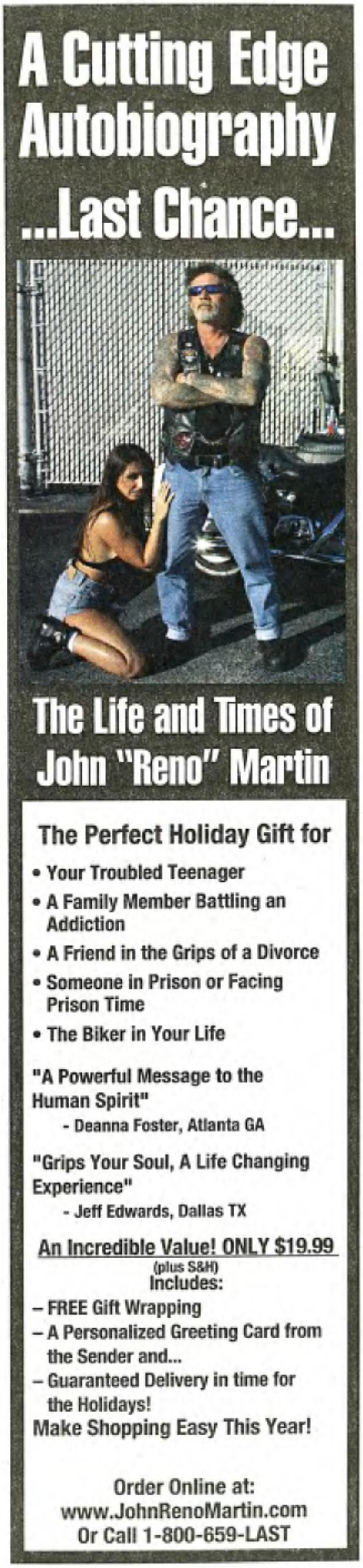
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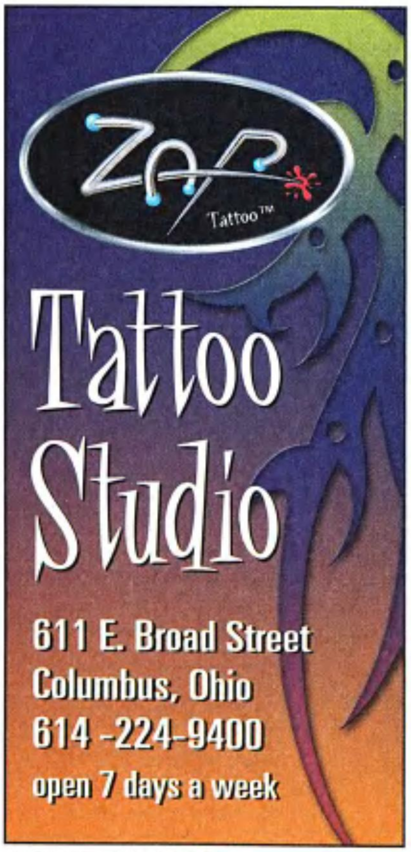
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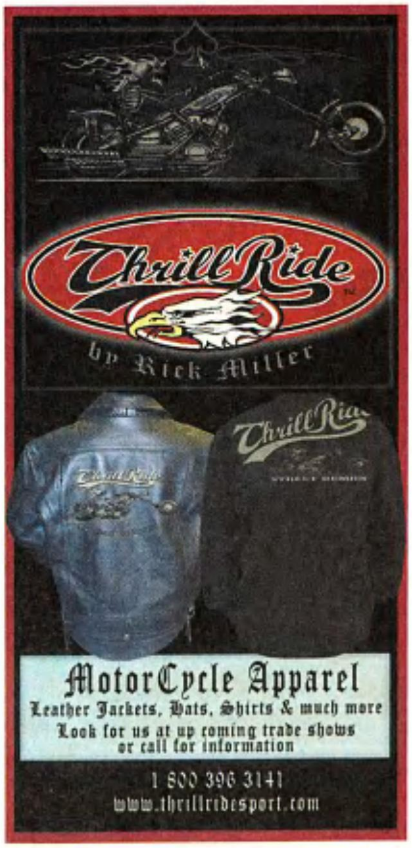
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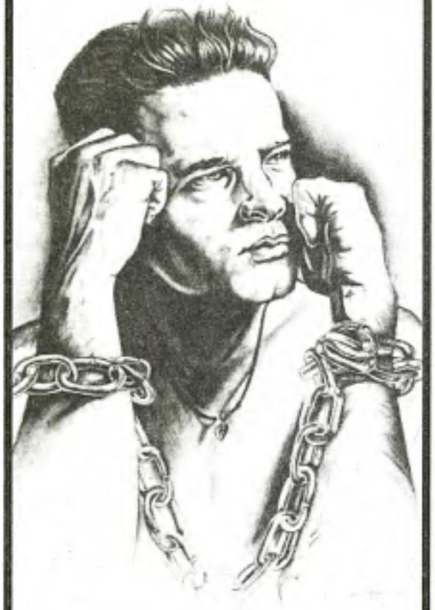

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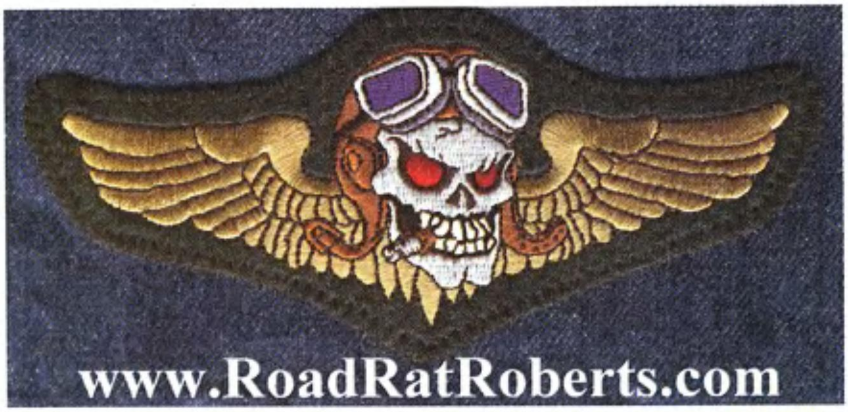

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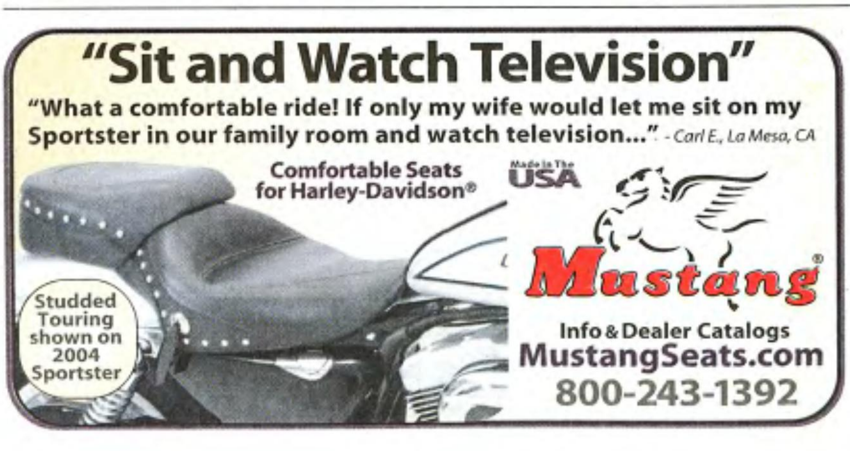

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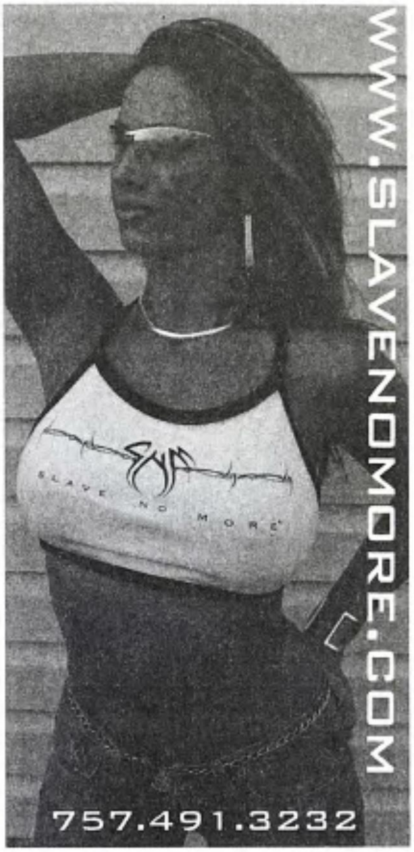

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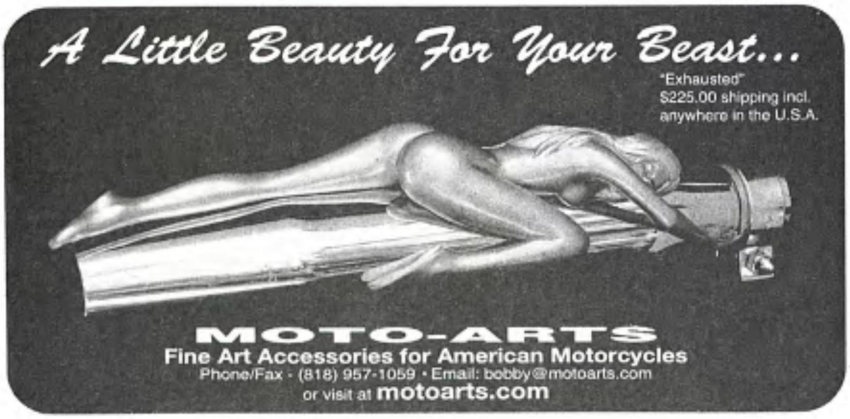
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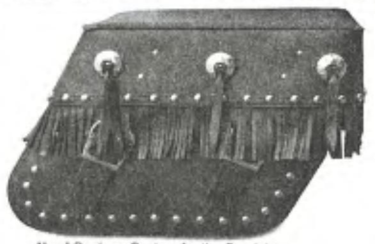

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BROS CLUB TALKS ABOUT MOTORCYCLE INSURANCE

Motorcycle Insurance is just plain boring. But in my recent interview with Bros Club National Director DJ Coates, you'd think he was a friggin' crusader for justice for their members.

Coates has managed the Bros Club and its CycleServices Motorcycle Insurance division for the past 14 years. "Over the years I've seen some pretty interesting things happen in the motorcycle insurance marketplace. One of my jobs is to help keep things generally stable for our members; the companies we work with have been genuine in their efforts to help us do that."

Coates went on to say that he pretty much thinks, "insurance sucks, but to be without it when an incident happens is a lot worse than working through the initial placement of coverage or making the monthly payments to keep the coverage in place." Not to mention the reality that it really can and does happen to you.

On July 4, 1981, Coates survived a serious freeway accident in Los Angeles, wherein a drunk driver crossed four lanes and clipped the front wheel of his motorcycle, sending him into a 70 mph slide in the No. 1 lane of the 210 Freeway.

Coates recalls, "It was like everything went into slow motion, I felt like I had all the time in the world to react. I basically hopped on top of the shiny side and rode it till it stopped. It was a while before I even realized the injuries I had sustained in the initial impact.

As the bike slowed down I heard this voice say, "Move fast when you stop." as I scrambled off the highway, an 18-wheeler zoomed by and totally demolished my bike which was directly in the path of the truck. There's no way he could have avoided me." Coates says. "That's when I got a peek at the Holy City and, truthfully, it changed my life.

"With the help of a good samaritan, the witnesses and I found the drunk hiding out; a bystander had tailed him as he fled the scene of the accident. After the crap had been beaten out of him, he spent the night in jail, but the guy didn't have a pot to piss in. I was glad for the insurance coverage I had arranged."

Coates pointed out that some of the modern day policies are better than the ones that were available back then. The Bros Club's motorcycle insurance program includes an option for something Coates says many of their members really like, called Full Value Coverage. This, Coates explains, changes the "depreciation" wording in the policy and makes the coverage more favorable to the policyholders that purchase it.

After speaking with the Bros Club and CycleServices national director, I joined. These people seem truly dedicated to the well being of their members, right down to their quality control survey following each dispatched emergency rescue call in the motorcycle emergency road service plan they offer.

Recently Bros Club and CycleServices announced how the quality control survey impacted their organization by uncovering a service problem within their (former) dispatch team. On September 1, 2004, they announced the termination of their former dispatch service in favor of the No. 1-quality-rated dispatch service in America, as rated by J.D. Power & Associates. Coates, as usual, is enthusiastic about how this change will help their members to receive even better service in their times of need.

Bros Club and CycleServices seem to have found their niche by providing quality service and attention to the details, on behalf of their members all across America and Canada. Service is available 24 hours a day, seven days a week. Their specialized emergency road service and insurance programs are available to virtually all makes and models, all years and also to trike and sidecar owners.

For more information call 800-547-2767 or visit www.brosclub.org.

— E. Villaverde

OLD-SCHOOL TECH
Drive-Side Brakes

One of those all-knowing scientists once stated: "There's nothing new under the sun." He probably wasn't thinking about choppers, but he might as well have been. As we study the current chopper styles, there are a lot of ideas that were popular 30 or so years ago, which have been resurrected.

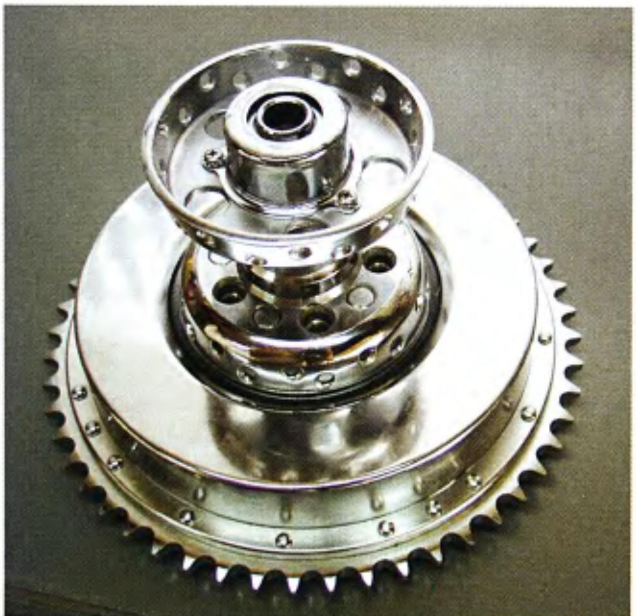
Take drive-side rear brakes for instance. Everybody and their brother are making kits that incorporate the drive pulley, rotor and caliper on the left side of the bike. They say it gives the bike's right side a cleaner look. Well guess what, Harley did it back in 1936; in fact all big-twins up until 1972 had both their drive sprocket and rear brake on the left side.

The 1972 and earlier rear brake assembly was a drum-and-shoe type and riveted to the outside of the drum was the drive sprocket. These brake systems are divided into two categories: mechanical, 1936 to 1957 and hydraulic, 1958 to 1972. The hydraulic brakes are further divided into three sub-categories based on brake drums and wheel bearings: cast drum and star-hub, 1958 to 1962; steel drum and star hub, 1963 to 1966 and finally, the steel drum and mid-star hub, 1967 to 1972.

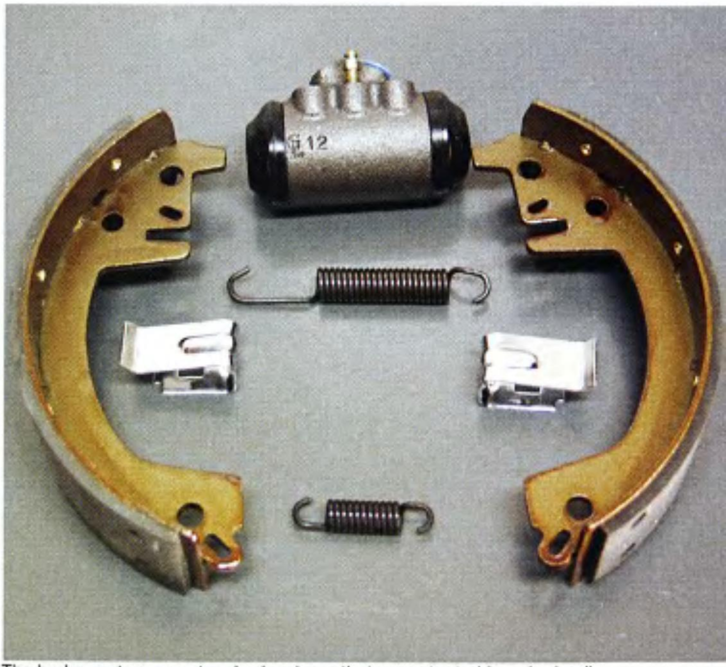
Now, there are riders and builders who will say that these were inferior brake systems and shouldn't be used on a "modern" bike. For street cruising you don't need a 6-piston caliper rear brake, 75% of your braking in done with your front wheel. If you are building an "old-school" bike and want an authentic look, the drum/sprocket setup is a natural.

Well the truth of the matter is that as far as a rear brake is concerned, the final type, 1967 to 1972 is perfectly suited for most bikes that have a mild 80-cubic-inch motor and up to a 130 rear tire. The limiting factor is not the system's braking potential, but its method of attaching the wheel to the drum and where the wheel bearings are installed.

The wheel's hub fits over a set of five pins that are pressed and welded into the brake drum hub and secured to the drum with five tapered shoulder Allen bolts. There is one wheel bearing assembly in the right side of the wheel hub and two

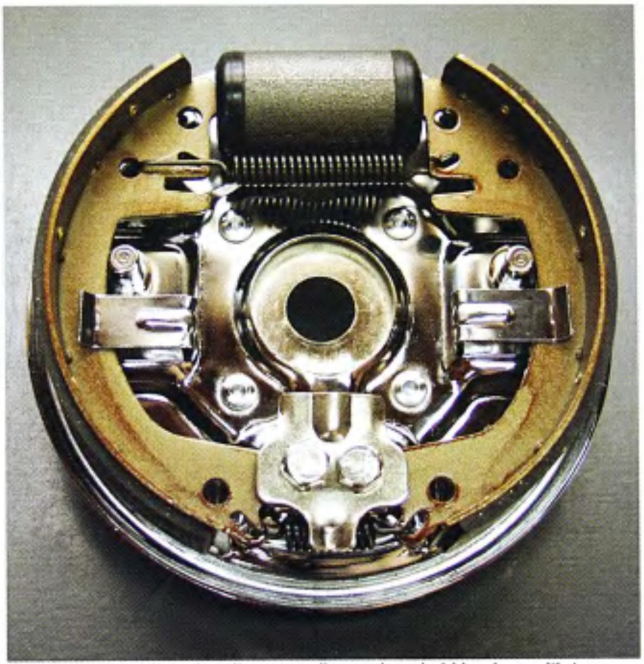


These are the two parts that make the drive-side brake combination possible. The semi-star hub mounts to the inside surface of the brake drum; the hub is available by itself or spoked to a 16-inch rim. Riveted around the brake drum's outer diameter is the drive sprocket. This is a very tidy package for a low-horsepower bike.

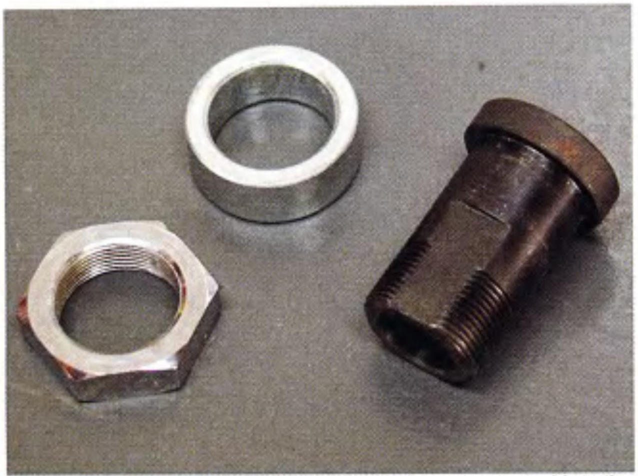


The brake system uses two brake shoes that are actuated by a hydraulic wheel cylinder. This might not be the latest in technology, but it works well enough for a rear wheel on a cruiser.

The wheel cylinder and shoe alignment clips are mounted on a chrome backing plate. The clips are included with the backing plate, while the wheel cylinder is listed as a separate part.



The brake shoes fit in the alignment clips and are held in place with two return springs.

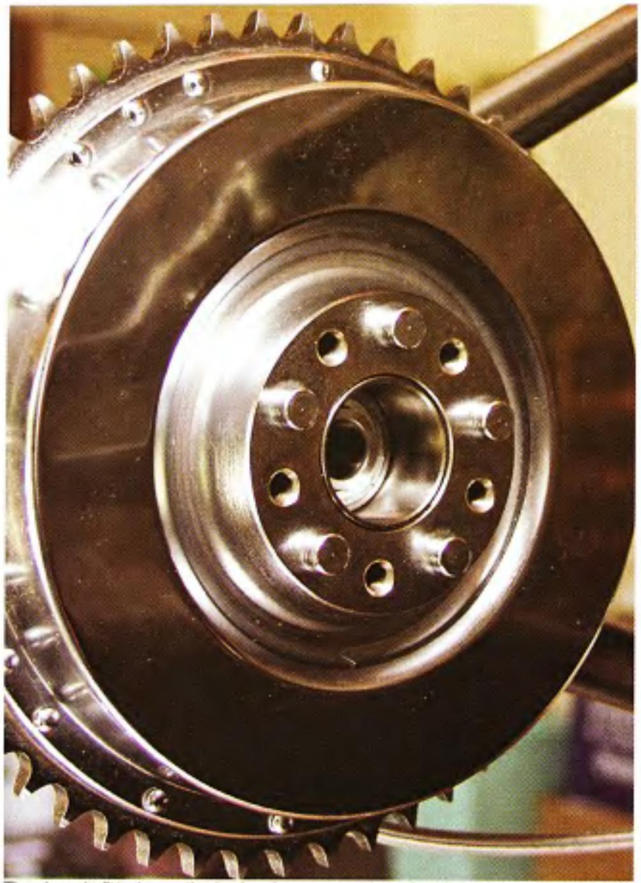


The axle sleeve assembly attaches the brake backing plate assembly to the frame's left-side axle mounting plate.

The axle sleeve is secured to the frame with the sleeve nut and spacers. This allows the rear wheel to be removed from the bike without removing the brake system or drive chain.

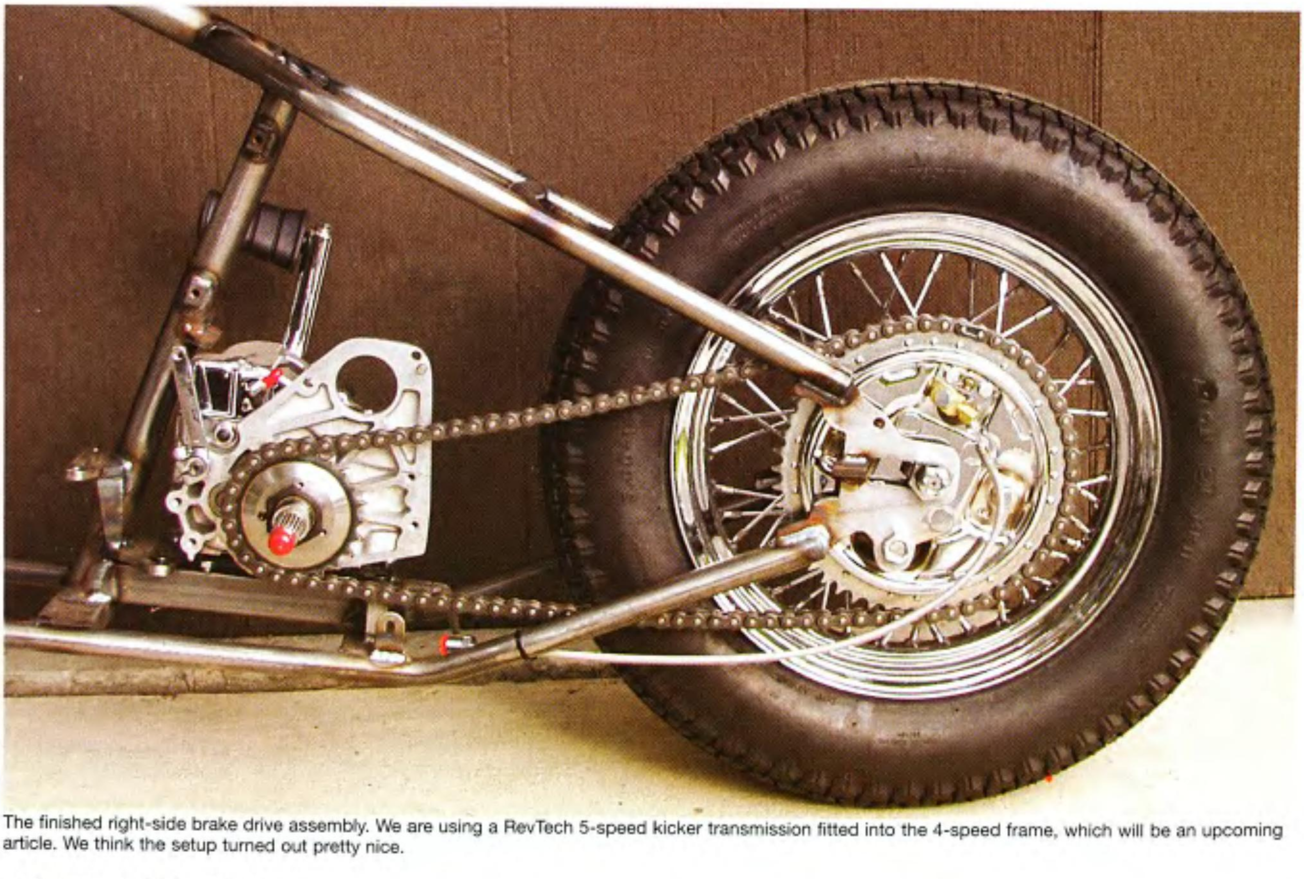
Two sealed wheel bearings are used in the drum's hub; these bearings are not included with the drum and must be ordered separately. These bearings are some of the parts that make the 1967-1972 design better than the earlier types.

A special spacer, that comes in the axle kit, fits between the wheel bearings in the drum and the wheel bearing assembly that is mounted in the right side of the wheel hub.

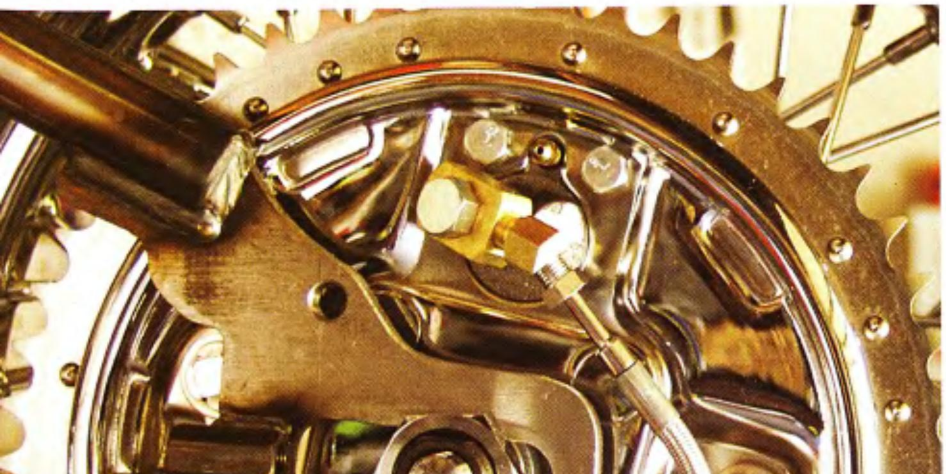


The drum is fitted over the brake shoe assembly before the wheel hub is bolted to it. For clarity, we left the bearing spacer out of this photo. There is a side note to the brake drum, the chrome plating must be removed from its inside surface before it is fitted, otherwise the brake shoes will be damaged.

The wheel hub is secured to the drum with five special tapered shoulder bolts. Once the wheel is bolted in place the right-side axle spacer is fitted and the axle is installed.



The finished right-side brake drive assembly. We are using a RevTech 5-speed kicker transmission fitted into the 4-speed frame, which will be an upcoming article. We think the setup turned out pretty nice.



We used a Goodridge braided stainless steel brake line to connect the wheel cylinder to the rear-brake master cylinder.

wheel bearing assemblies in the left side of the brake drum hub. All of these mating surfaces have mechanical tolerances that get added together.

This combination of parts doesn't have near the mechanical continuity of a 1-piece wheel hub with a wheel bearing assembly installed in each end of a single bored hole. But, for a little bar-hopper, this is a great and economical way to get a clean custom look for your bike.

All of the parts that were used in the steel drum mid-star hub brake/drive system are still available. In fact the idea looked so good on paper that we decided to use this brake wheel combination on our "dirt-cheap chopper" bike. All of the parts but one, the axle sleeve, were ordered out of the 2004 Custom Chrome catalog; the axle sleeve was ordered from Paughco.

The total cost of the wheel and brake parts was just under $1,000. Best of all everything fit together without any cutting or filing. For an authentic look we used an Avon 5.00 x 16 SM MkII rear tire. The parts are mounted in Santee's 4-speed "juice brake" rigid frame, which has a brake backing plate-mounting tab on the left axle plate.

—John Sullivan

Photos: John Sullivan

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See more about this and other products at www.aardvarkcycle.com.

PeaceMaker Locks for Road Kings

Aeromach introduces the PeaceMaker locks for Harley-Davidson Road King Classic saddlebags. Designed and produced by Al's Modifieds, they are carved out of billet aluminum using CNC technology for precise manufacturing tolerances. The chrome-plated locks are easy to install. They were designed to protect the contents of your saddlebags from theft. PeaceMaker locksets come complete with chrome lock plate, lock assembly, hardware and instructions. The PeaceMaker saddlebag lock is sold in pairs and retail for $149.

Call Aeromach Mfg. at 800-990-9392 or visit: www.aeromachmfg.com.

Gator Boxes' Keyless Remote Saddlebags

If you've got factory-installed saddlebags and are tired of fighting with the latches, Bagger Bill's BikeWorks says they have a solution with their Gator Boxes keyless remote saddlebags. They are designed to fit 1997-to-present Road King and touring bikes and will replace your existing saddlebags with no alterations to the original brackets.

This is a complete saddlebag package that includes two fiberglass saddlebags delivered ready to paint. The saddlebag interiors are fully lined and come equipped with LED courtesy lights mounted inside the boxes. The cool feature is a keyless entry remote control. The bags come pre-wired and are self-contained. The only requirement is hooking it to your battery. Just remove your existing bags and the new keyless remote Gator Boxes install in just minutes.

For more information call 843-326-1998 or visit www.gatorboxes.net.

Nylon Saddlebag Liners

The Hopnel division of Big Bike Parts produces Saddlebag Liners that are designed to fit different bike models. Made with sturdy urethane-coated, weather-resistant nylon, these liners make loading and unloading saddlebags easy and convenient. Sold individually, the liners come with convenient carrying handles. Liners are available to fit Harley's hard bags and leather Heritage bags.

Suggested list price is $29.95 each. They are available through all Big Bike Parts dealers.

For more information contact Big Bike Parts at 888-244-2453 or visit them online at www.bigbikeparts.com.

Khrome Werks' New Wider Deluxe Luggage Racks

Now 7 inches wide for more carrying capacity and featuring tie-down loops for bungee hooks, these luggage racks are formed from 1/2-inch-diameter tubing. The racks also feature heavier front and rear mounts and improved plug-in fender pads. The racks are now easy to install thanks to their newly designed rear bracket. They mount to the stock seat mounting screw and license plate bracket and have a load capacity of 10 pounds. The Deluxe luggage racks fit FLST, FLSTS, FXD, XL and FLHR Harley models and have a suggested retail price of $94.99.

Contact Khrome Werks at 763-478-9420 for information or see their complete product line on the Net at www.khromewerks.com.

Corbin's Rumble Seat

Convenient and easy to use, this seat design features a new hinge mechanism that secures the passenger fold-down backrest in either position effortlessly.

For solo cruising, the passenger rest provides a slick look similar to Corbin's original Gunfighter saddle design. When you wish to carry passengers, just fold up the rear pad to reveal a generous seating area complete with backrest. The passenger seat and backrest pad are constructed with Corbin's exclusive Comfort Cell foam to give improved support and riding range. On the rear of the seat Corbin provides painted ABS panels in gloss black for a nice finishing touch. The panels are removable if you wish to take them to your painter for a custom touch.

Click on www.corbin.com to view Corbin's extensive online catalog or call 831-635-1009 for information.

Drag Specialties' Solo-Style Predator Seats

The Predator seats feature low and lean lines with a high-quality cover that are designed to look and feels like leather while providing a long-lasting finish. Stitching is done using durable nylon thread, while the injection-molded polyurethane-foam interior provides riding comfort. The ABS-plastic seat base provides a good fit and is lightweight and carpeted to protect painted surfaces.

For more information, click on www.dragspecialties.com or visit your local Drag Specialties dealer.

Go ahead. Judge it by its cover.

The New Guardian® Custom Bike Motorcycle Cover. Made of breathable cotton that protects against dust and won't scratch or trap moisture. Choose from two sizes that fit virtually any street custom or chopper design. Plus, a lifetime warranty. Visit a dealer near you today and create your own happy ending.

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CD Storage Pouch Set

Add quick and easy access to your CDs with this Storage Pouch for Ultra Classic Electra Glides from eGlideGoodies. The GP-1 is a premium CD storage pouch providing up-front storage and quick access to your CDs for the Harley-Davidson Electra Glide with CD player. Each CD storage pouch has room for five CDs (10 total with both pouches) and a separate storage area with quick access to other miscellaneous items such as sunglasses. The CD storage pouch mounts to the front of the lower fairing's glove box. It securely attaches in minutes and allows you to retain full use of the glove box.

For more information call 760-753-4642, or check 'em out on the Web at www.eglidegoodies.com.

Curvaceous Saddlebags For The V-Rod

Harley-Davidson Genuine Motor Accessories allows you to now add luggage capacity to the wild Harley V-Rod power-cruiser with these Leather Saddlebags. Crafted from black leather, each bag features dual straps. Engraved chrome buckles conceal quick-release closures. The interior of each saddlebag contains a mesh bag to hold small items such as glasses or a cell phone.

Sold as a kit (P/N 90973-04, $769) with all required installation hardware, the Leather Saddlebags fit 2002-later V-Rod models.

For more info on Harley's Genuine Motor Accessories see your Harley dealer or visit Harley-Davidson online at www.harley-davidson.com.

Hides 3-In-1 Eyewear Case

This is one of the coolest ideas we have seen in a while. The Hides Eyewear case acts as a case, lense cleaner and retaining cord. The key is in the Du Pont micro fiber it's made from. The Hides Classic has an MSRP of $7.95; they are available at specialty eyewear shops everywhere.

For more information call 866-287-0667 or visit www.hides.com.

Iron Bags' Freedom Bags

The handcrafted Freedom bag from Iron Bags is made to fit '58-'84 Harley FX models as well as all Softails including the Deuce. The Freedom bags are constructed using American tanned, top-grain saddle leather. They feature steel reinforcing and have a contoured fiberglass backing that accommodates your bike. All mounting hardware, leather conditioning grease, touch-up dye and polish are included in the set.

For more information visit Iron Bags Web site www.ironbags.com or contact them at 715-835-4557.

Large Saddlebags From The Leatherworks

The Leatherworks saddlebags, tool bags and sissybar bags are made with the rider in mind. They are made from10-ounce, American tanned leather, using industrial-strength materials so they will hold their shape and last for years. All saddlebags feature the Indian head nickel, the quick

release buckles, long straps to carry extra cargo on top of their reinforced lids and the metal clips for the attachment of other bags or bungee cords. The Model 110, shown, is for those riders looking for a large saddlebag. The Leatherworks also makes several sizes of matching sissybar bags.

Call The Leatherworks at 209-983-9200 or look them up on the Net at www.leatherworksinc.com.

Flame Stitched Solo Seats From Le Pera

These Le Pera seats start with a high-pressure molded, high-density foundation on a powdercoated steel base-plate featuring a metal-reinforced vinyl protective strip around the edges. The seat pan's underside is also carpeted to protect the paint. Next, a top-grade Naugahyde cover is pulled tight around the edges and meticulously trimmed for the cleanest finish possible. The top is double-stitched with bonded polyester thread for durability and longevity. Their solo seats provide a lower riding position, which gives the bike a lowered appearance. They are available for most Harley models. All Le Pera seats include

chrome plated mounting hardware. Matching pillion pads are also available.

For complete info call Le Pera at 818-767-5110 or visit www.lepera.com.

Seats With A Lifestyle

LifeStyle Cycles custom motorcycle seats are handmade to fit most bikes. First they start with a tight-fitting fiberglass shell that's lined on the bottom to protect your paint and wrap the mounting tongue in leather. The entire seat is then covered in foam and then a layer of gel pad is added and topped off with a soft-top pad. Finally the entire seat is wrapped in premium, Italian leather, or your choice of exotic skins like shark belly, stingray, ostrich and others. This technique results in a lower seat with significantly increased comfort.

All LifeStyle Cycles' custom seats can be dyed to match most color schemes and can be inlayed with many designs. The seats are stitched with UV-resistant thread and are available in several patterns and materials.

Call LifeStyle Cycles at 714-490-0155 for more information.

Mr. Lucky's Old-School Solo Seats

Mr. Lucky wants to give you value for your hard-earned bucks with one of his Old-School seats. Patterned after the Bates-style seats of the '60s, these solo seats are constructed with a formed steel base and covered with a high-quality black Naugahyde that's built to last. Seats mount to any frame using seat springs and appropriate mounting brackets. The seats are available in black, red and white to match your paintjob.

Check out Mr. Lucky's online catalog at www.mrluckystore.com. Or call 800-597-6467.

Mustang Solo Seat For 2004 Sportsters

Now you can sit your rear into a Mustang comfort seat with your feet firmly planted on the ground. Mustang's new sleek solo for the 2004 Sportster has style and comfort. This studded solo seat is deeply pocketed, not crowned at the top like the original seat, so the rider gets the feeling of sitting into the motorcycle, not on it. The driver is also angled back into the seat to keep him from sliding forward.

Matching tank and fender bibs are available to complete the low, custom look. The bibs feature studs and a braided-edge trim; they are felt-backed to protect paint and are perfect for covering existing scratches.

The second best thing you could put on the back of your bike.

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DOWCO®'s Rally® Pack Roller Bag holds more than two cubic feet of gear. Made of durable 600 x 600 denier polyester, it fits securely around just about every sissy bar or back rest. A 23-inch telescoping handle and in-line skate wheels make hauling your stuff easy. And, our exclusive ClimaShield® Plus coating with ColorLok® protects your gear from weather and luggage fabric fading. Get yours today and make the decision about what — *or who* — to ride with a little bit easier.

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Mustang's Studded Solo sells for $199; the Studded Fender Bib is $35 and Studded Tank Bib is $49. Seats and bibs are also available without chrome studs.

Visit www.MustangSeats.com for more information, to view their complete catalog or to request a free printed copy or you can call Mustang Seats at 800-243-1392.

Nelson-Rigg CTB–500 Mini Tourer Bag

Nelson-Rigg CTB Cruiser luggage line has a new addition: the CTB-500 Mini Tourer. Even at only 16 inches high by 12 inches wide, its expanded carrying capacity is over 1 cubic-foot, a good size for lighter trips. Constructed using the company's top-quality UV-treated Tri-Max polyester, it is complete with Nelson-Rigg's quick and easy-to-use universal mounting system. The bag's features include a closed-cell foam, fully lined interior shell to hold its shape even when empty, solid interior floor to prevent sagging, built-in backpack straps, fully expandable main compartment and side pockets and an innovative zip-off padded cover over the mounting system for extra passenger comfort and a clean factory look when installed. The CTB-500 includes a waterproofed internal rain liner, a Nelson-Rigg personalized combination security lock and an attachable or solo use roll bag. The CTB-500 Mini Tourer has a lifetime warranty and retails for $99.95.

For more information visit Nelson-Rigg online at www.nelsonrigg.com.

Butt Crack Seats From Pro-One

These new seats by Pro-One are designed to complement today's solo cruisers and hot rod scooters. Available in three distinct styles, Butt Crack seats feature a rugged fiberglass pan and a durable, high-quality leather covering. Styles include two-tone stitched leather, stitched and smooth leather. Each seat mounts easily and securely to your frame with a hook-and-loop system, making installation and removal a snap. Pricing starts at $299 for the Smooth style, and they're available from Pro-One and Pro-One dealers worldwide.

For additional details call 800-884-4173 or visit www.pro-one.com.

The Road Radio With Skip-Free CD

The Road Radio is made out of rhino tuff automotive grade ABS plastic and bolts securely onto the stock windshield of most Harley-Davidson models. The unit is internally and externally suspended with a series of rubber shock mounts to help prevent damage from jarring. Installation is "bolt-on" easy and takes about an hour. Included with the installation kit are a weatherproof cover, hidden antenna, quick disconnect plug and stainless steel hardware. The Road Radio box by itself sells for $299.95 and is for cyclists who want to use their own sound system. The box with a Pioneer CD and speakers is $549.95.

The Road Radio is available through Drag Specialties dealers. For more information visit www.motorcitycycle.com or call 877-622-9253.

King Seat Luxury From Saddlemen

The new Saddlemen King Seat has a wide and tall driver's back support. SaddleGel, an advanced molded gel, is inserted in both the rider and passenger portions of the seat cushion. SaddleGel helps eliminate pressure points and absorbs vibration, small bumps and road irregularities to improve riding comfort.

This seat is covered with Saddlemen's own Saddlehyde, a durable synthetic material that requires no maintenance. The sturdy cover is designed with a built-in stretch capability made to work with the SaddleGel. The King Seat line of luxury saddles for Harley's start at $339.95.

Click on www.saddlemen.com or call 800-397-7709 for more information.

Pure Chopper Nostalgia

Super Sixties makes pure chopper nostalgia and they aren't kidding. The company has brought back the rubber glitter grips that were all the rage in the '60s, along with super-cool seat covers, brake pad covers, jockey shift handles, and shifter pegs. All of their products are made with the finest rubber material for durability against wear and tear, yet soft enough for guaranteed comfort. Colors are available in black, blue, green, orange, red and silver.

For more information call 949 -631-1354 or visit www.supersixties.com.

T-Bags' Lone Star Bag

T-Bags has revisited their classic Lone Star sissybar bag. The new Universal Lone Star TBU450 bag now features a new patent-pending expandable mounting system that is designed to fit any backrest up to 14 inches in width. There is also a built-in bungee bottom external rain cover for all weather protection and a convenient, external organizer to stash away phones, pens, maps, etc. Other features include a tough, colorfast nylon construction; fully insulated with high-density, closed-cell foam and a rigid plastic bottom that helps it maintain its shape when empty.

Call T-Bags at 800-957-6288 for information or visit www.tbags.com.

New Tour Master Cruiser II Saddlebag Collection

Tour Master's Cruiser II Bag Collection consists of eight sissybar bag styles and sizes, four saddlebag variations and six different tool bags. They're all constructed of a synthetic material that looks and feels like heavy-grained leather, but is easier to clean and maintain, resisting such problems as stains, mildew and rust. The sissybar bags have box-style lids designed for optimum water and dust protection and a new universal mounting system that fits all types of back rests. The saddlebags feature reinforced construction for better shape retention even when the bags are empty, exclusive "ultra-soft" Neoprene pads to protect the bike's finish, improved universal mounting systems and a new quick-release buckle system hidden behind traditional chrome buckles and straps so the bags open and close quicker and easier.

Suggested retail prices range from $99.99 to $259.99 for the sissybar bags, $119.99 to $199.99 for the saddlebags, and $34.99 to $39.99 for tool bags.

For more information contact Helmet House at 800-421-7247.

Victory Leather Fingerless Gloves

Pure Victory leather fingerless gloves offer riders great comfort and grip, while also delivering mid-summer venting to keep hands cool during hot weather. These black, premium leather gloves have padded palms for comfort on long days in the saddle and Velcro wrist closures that let a rider adjust their fit exactly as desired. Fingers are left open and uncovered so they stay cool and vents across the knuckles provide cooling airflow to the back of hand. Classic styling is complemented by Victory tank badge logos on the backs of the hands. Victory leather fingerless gloves have an MSRP of $29.99.

For more information see your local Victory dealer or visit their Web site at www.purepolaris.com.

V-TWIN EXPO RETURNS TO CINCINNATI DON'T MISS IT.

CINCINNATI 2005! THE ONLY V-TWIN SHOW

For four years in a row, the V-Twin Expo in Cincinnati, Ohio, has been "the place to be" if you're involved in the two-wheeled V-twin world. The V-Twin Expo approach is simple: creating a focused V-twin dealer show blending all aspects of the market into one comprehensive exposition. You'll discover the very best of the v-twin motorcycle industry in a city with a long history in this market. You'll simply find every product and company you need to see and meet with everyone in the marketplace you need to meet with, all under one roof. We're talking one stop shopping here.

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CHECK IT OUT! One high performance weekend geared to enhance your business...

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Jon Kosmoski presents *"Custom Paint Made Easy"*
Meet the paint legend and founder of House Of Kolor and participate in this fun, animated seminar about the latest custom paint technologies and products.

Engine Panel Discussion
Come talk with experts from S&S, TP Engineering, Zipper's and Axtell. Bring your toughest questions and get the realanswers from those who know.

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TO EXHIBIT CALL - 952-443-4168 OR 623-551-1847
OR EMAIL: Vtwin-expo@Reactionmanagementinc.com

5TH ANNUAL V-Twin EXPO by Easyriders

PLEASE NOTE: YOU MUST BE A BONA FIDE DEALER/RETAILER TO ATTEND THIS TRADE ONLY EVENT. ONLY AUTHORIZED MEMBERS OF THE TRADE WILL BE ALLOWED ADMISSION. PROPER IDENTIFICATION INCLUDES TWO (One of each) OF THE FOLLOWING: Retail Business License, Vendors Permit, Resale License, Paycheck Stub, W2 Form, Business Card. No child under the age of 14 will be allowed on the exhibit floor except in a stroller or baby pack." All attendees must be 14 years of age or older.

ReadersRides

Kevin Serratore
Lansdale, Pennsylvania
1975 Custom Sportster

Here we have what turns out to be a custom Sportster, though there are those who might opine that it's one of Billy Lane's famous custom contraptions. This is, Kevin assures us, not the case. Instead, the bike represents another example of those imitation-being-flattery kind of instances, and Kevin tells us that "I was really turned on by Billy Lane's Psycho Cadillac bike and just had to wrench myself together a Sportster version of that bar hopper."

This he accomplished to everyone's satisfaction—well, everyone involved, which is mainly Kevin—by ordering Choppers Inc.'s Whiskey bars with internal throttle and grips and pegs, billet dimple with 44 Magnum shell casings. "The frame is an aftermarket rigid with a 2-inch stretch and a 4-degree rake," Kevin says, pride audibly dripping from his moistened and quivering lips. "The front end is 10 inches over with smooth-faced triple trees and chromed lower legs."

Furthermore, the twisted-spoke wheels are from Custom Chrome, and the paint's a PPG sunset red over pearl in black. "As you can see, the bike is a looker and runs like there's no tomorrow," Kevin says.

And the best part? All the work was done by the owner himself, except for the paint. Mondello Auto Body handled that.

No word yet on whether Billy Lane is actually eating his heart out right now or simply having a tasty dinner, possibly accompanied by some fava beans and a good bottle of Chianti.

—Tripper

Photos: Owner

ReadersRides

Rick Schoonderwoerd
Carlsbad, California
1965 FL

The third owner of this beauty, Rick, says he bought it way back in '88 from a guy he knew down in Imperial Beach near San Diego who had let the poor thing take on rust. "I had another bike at the time, too," he says, "but I rode this one the way it was for years before I had it restored. It was pretty cool, though, 'cause that way, you're not afraid to ride it in the rain or down dirt roads."

When it was time to restore it, Rick hooked up with Paul, who he says did a hell of a job. The results speak for themselves: a first place at the El Camino Antique bike show, a first place at Hanford, a first place at Del Mar, and another first place at Ventura. It's not quite a 100-point restoration show, Rick concedes. "At the last show, I got a 98-1/2," he laughs. "Each time they find something wrong with it, I fix it, and then they find something else wrong with it. I'm actually having fun with it."

At the last show, points were deducted for what Rick calls "a little rust on the kick pedal, and the battery post cable needed to be black shrink wrap; it had pink or some lighter color on it. It kind of did stand out, so it was a good call."

Rick doesn't ride the bike anymore, not until he's done showing it or having it shot for various calendars and mags, such as this one. "One of the photographers put a guy on it," Rick says, "and I told 'em, 'hey, I'm in construction, you can't put a guy on the bike. I won't be able to show it to anybody!' But I'll take what I can get."

—Tripper

Photos: Owner

Rick Reed
Atlantic Beach, Florida
1980 FXWG

"Been readin' your mag for many years now," Rick writes us, "even before I was aloud (sic) to." We hear ya, Rick, loud and clear, too. Yet, despite Rick's apparent penchant for thunderous reverberation, particularly noticeable in his choice of exhaust facilitators (black shotguns), he's not at all clueless about what makes a scoot stand out. In fact, clues abound in his flamed-up Wide Glide you're looking at, all pointing to the fact that while this is no trailer queen, it's also well taken care of. "That was a sweet bike," says Rick wistfully, adding that he'd just sold it via eBay to "some guy in Connecticut."

Rick himself had bought it from a guy back in '95 or '96 who had it, along with four other bikes, sitting in his basement in West Virginia. "He fell off a ladder working on his house and busted his shoulder," Rick relates, "and he needed some money to get him by until he healed up. He said 'I got them five motorcycles, go ahead and pick yourself out one.' And I picked that one out."

While he says the bike looked good, he also put another three or four grand into it. "I had a lot of parts rechromed, new tires and shocks, new chain and stuff like that. And verything was OEM Harley-Davidson parts, " Rick adds.

He also had a Screaming Eagle performance kit put in, with new pistons and rings, bigger cam, bigger carb, a K&N filter.... "I also changed the pipes, but the paintjob is original," he says. "It's what they called Harley-Davidson's first factory custom at the time, that's how they listed it in the books."

Despite being obviously in love with his old ride and missing her, Rick now sees the world from the seat of an '03 Road King. "I can actually tour on that thing, its got bags and everything," he says.

Yeah, but does it mark its spot?

—Tripper

Photos: Owner

ReadersRides

Rob Wolford
McMinnville, Tennessee
2002 rigid Chopper

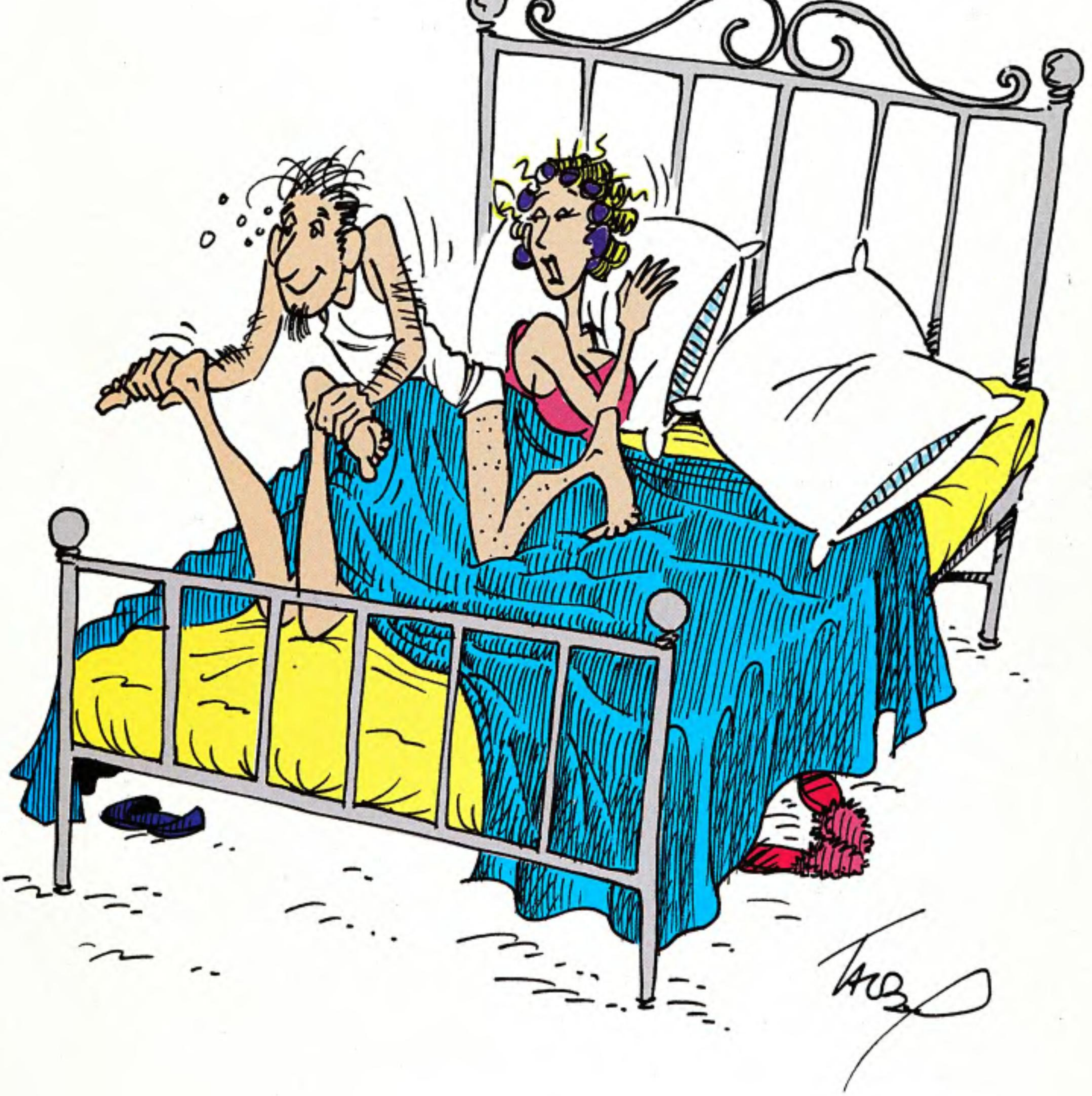
Rob claims to have been dreaming about this bike since he was 8 years old. You know how it is in this mixed up, muddled up, shook up world: Some boys want to be girls, others want to be firemen, and Rob here knew he wanted to be a biker. "My stepfather was president of a big motorcycle club and I was raised around people who ate, slept, and shit long-assed choppers," Rob says. "This was the early-'70s, mind you, so I had the fever early on and never lost it."

Rob goes on to give us his biking history, but we weren't really interested in that as much as we were in his motorcycle, so, sorry Rob, but we need to get to the core of this. And here we go: The rigid frame was stretched, 10 inches up, 7 out, with the hidden suspension front end 12 inches over. Headwinds points the way in the dark while the rear is being lit up by a tombstone. No, not the taillight. The bike's sitting in a freakin' cemetery…oh never mind!

The 80-inch Evo motor is fed by a Mikuni carb with a Forcewinder breather and gets its umph through an EV27 cam, all charged up by a single-fire Crane ignition. There's also a set of BDL controls and GMA hand controls, and everything put together rolls smoothly on a set of 100-spoke wheels. Add to that a killer paintjob by Angel's Airbrush, and you've got what Rob rightfully calls "one wicked, radical ride." Tombstone, wicked, graveyard… anyone? Hello?

—Tripper

Photos: Owner



"Wake up dork! You're dreaming about your Harley again!"

BIG DOG'S TOP DOG

2004 BULLDOG

Every once in awhile you tend to forget things. As you get older those brain farts tend to increase in number...this is one of those times. Many accolades have been thrust upon Big Dog Motorcycles' (BDM) two chopper models, the Ridgeback and the Chopper. However, what about some of their other models? Like...oh, I dunno...maybe their top-of-the-line model—the Bulldog. We shot this bike some time ago and simply forgot we had it. So (ahem), here it is.

Now keep this in mind: What you are seeing here is the 2004 Bulldog and the specs we'll be giving you are from 2004's model. Why tell you that? Because by the time you read this, the 2005 model will be out and it won't look or feel like any 2004 model. In fact, one of the reasons (besides forgetting we had this shot already) for running this bike now, is to whet your appetite for the new model coming up. So, now that I have your full attention, let's move on.

A quick look at the tech sheet will help you understand why the Bulldog is BDM's top dog in their kennel, but how does it ride? Pretty damn good. With a seat height of 24.5 inches, a whopping 6 inches of ground clearance and a wheelbase of 72.5 inches, this is one bike that is as comfortable on the open road as it is in the canyons. To assist with the overall comfort level, BDM uses the combo of a 107-inch motor, Daytec hidden-shock frame and a Baker RSD 6-speed.

Over the past several years, BDM's design and engineering teams have poured over all the bikes with a fine-tooth comb. By considering the feedback they

receive from customers, dealers and even the press, BDM has been able to produce a quality product that—along with all of BDM's proprietary components (wait'll ya see next year's)—has helped them maintain their top-manufacturer status, while moving them closer to acquiring that revered moniker of "OEM—Original Equipment Manufacturer." Now, if they could just design their own motor.

We got the chance to run this dog out in scenic Sedona, Arizona. The great thing about that is that you have a constant variety of riding terrain. You'll experience a change of altitudes, roads that appear to go in a straight line off the face of the Earth and roads that change direction more than a politician during a campaign, all within a few miles of each other. And, trust me, we found every one of them.

The most noticeable factor in this equation was the Baker RSD 6-speed, especially in the turns. Experienced riders know, with a conventional left-side drive, right turns are not as smooth as left ones. The bike also tends to "lean" to the left. However, with the Baker RSD, those problems become a thing of the past. You'll experience a whole new sense of balance on this model.

Those of you not as experienced,

will feel very comfortable on this bike. It may even feel lighter than the bike you're riding now. It won't be, but it'll feel like it. And, if you ever have to push this bike (around the garage or parking lot), be careful. You'll want to "throw" the bike up off the kickstand like you're used to, but don't. Doing so is likely to take you with the bike, tumbling to earth on the right side. Yes, it does make that much of a difference.

I kinda glossed over the proprietary components BDM has going on this ride. From grips and pegs to tanks and fenders (and frames, starting in '05), BDM is really pulling out all the stops. These aren't just knockoffs of other products. These are components that are designed and manufactured in Wichita, Kansas, just for BDM.

One of the cool changes made in '04, was the starting system. Besides their new line of starters, the way in which you start the bike has changed. Turn the key and hit the switch? Sort of, stop by your local dealer to learn the secret. All I can say is that having one too many coldies may make it difficult for ya.

So, once again the breeders at one of America's largest steel-dog kennels, have earned themselves another blue ribbon. What lies in store for 2005? Brother keep yer eyes fixed to a future issue, cuz you ain't gonna believe what's in store for ya. A little hint: bigger, better... and a little air.

—Oil Can

bigdog
MPH

Owner: .... Big Dog Motorcycles
City: .... Wichita, Kansas

General

Fabrication: .... Big Dog Motorcycles
Year/make: .... 2004 Big Dog Motorcycles
Model: .... Bulldog
Assembly: .... Big Dog Motorcycles
Time: .... enough
Chroming: .... Big Dog Motorcycles

Engine

Year: .... 2004 S&S
Rebuilder: .... Big Dog Motorcycles
Displacement: .... 107 cubic inches
Cam: .... high-lift
Carb: .... S&S Super G
Pipes: .... Big Dog Motorcycles

Transmission

Year/make: .... 2004 Baker RSD 6-speed

Painting

Molding: ...... Big Dog Motorcycles
Painter: .... Big Dog Motorcycles
Color: .... choose your own
Type: .... PPG

Frame

Year/make: .... 2004 Daytec
Type: .... hidden-shock
Rake: .... 35 degrees
Stretch: 2-inch

Accessories

Handlebars:.. Big Dog Motorcycles
Risers: .... Big Dog Motorcycles
Handlebar controls: .... Big Dog Motorcycles
Fenders: ...... Big Dog Motorcycles
Headlight: .... Big Dog Motorcycles
Taillight: .... Big Dog Motorcycles
Speedo: ...... Big Dog Motorcycles digital
Foot controls: .... Big Dog Motorcycles
Gas tank: .... Big Dog Motorcycles
Oil tank: .... Big Dog Motorcycles
Seat: .... Big Dog Motorcycles
Mirrors: .... Big Dog Motorcycles
Grips: .... Big Dog Motorcycles

Front end

Type: .... 54mm inverted
Builder: .... Big Dog Motorcycles

Wheels

Make: .... Performance Machine
Size: .... 21-inch front; 240/40 18-inch rear
Tires: .... Avon
Brakes: ...... Performance Machine

Photos: .... Michael Lichter

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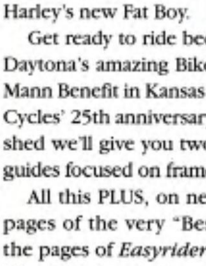
ComingAtYa

The February issue of *Easyriders* (No. 380) is a lusty, love fest of great custom bikes by Billy Hudson of the Chop Shop, Dave Perewitz, Thunder Cycle, Ed Martin, Soncy Road, Kendall Johnson and Harley's new Fat Boy.

Get ready to ride because we will bring you Daytona's amazing Biketoberfest, hit the Dave Mann Benefit in Kansas City and drop in on J&P Cycles' 25th anniversary party. Over in the tech shed we'll give you two incredible aftermarket guides focused on frames and sheet metal.

All this PLUS, on newsstands, you'll get 32 pages of the very "Best Bikes of 2004" from the pages of *Easyriders, V-Twin, Biker,* and *In The Wind* to kickstart the Easyriders Bike Show season. It's all comin' at ya in the February *Easyriders*. *On sale January 4th*



January's *V-Twin* (No. 45) brings you nine incredible custom bike features as well as the Grand Finale of our Easyriders Rodeo Season. You'll also meet master painter, Bones of Thunder Cycle Design, find out what's cookin' at Carolina Custom Products, go behind the scenes at Pro-One and visit the National Motorcycle Museum. We'll take you to the Drag Bike Bash, give you a Guide to Seats and bring you up to speed on the wonder of Push Button shifting. Don't forget Mikey Teutul; he always has something to get ya chucklin'. All this, plus on the newsstands, get a 48-page "Hot Builders" outsert. Meets all the builders from The Discovery Channel's *Great Biker Build-Off* . It's all in the January 2005 issue of *V-Twin*!

On sale December 14th

In *Biker*'s February issue (No. 225), check out this nasty li'l blonde with the Marilyn bike. We're also bringin' ya a Dale Earnhardt tribute bike. It's true! Titties? Of course there's titties. *On sale December 7th*

In the March 2005 *Wind,* (No. 120), we take a look at all things Sturgis, as well as a very special tribute to David Mann. Throw in this little hottie, Pleasure, and ya got yerself a righteous rag. Newsstand buyers will receive a special "Fall Roadware" catalog. *On sale now!*

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